

APRIL, 1903

VOL. 2

NO. 4

# K.C.S. CURRENT EVENTS

ALONG THE LINE  
OF THE



K.C.S.  
"STRAIGHT AS  
THE CROW FLIES"  
TO THE GULF

## KANSAS CITY SOUTHERN RY.

AN  
AGRICULTURAL  
AND  
INDUSTRIAL  
MAGAZINE.

S. G. WARNER,  
GEN'L PASS. & TICKET AGT.



PUBLISHED BY  
THE GENERAL  
PASSENGER  
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OF THE  
KANSAS CITY  
SOUTHERN  
RAILWAY.

F. E. ROESLER,  
TRAV. PASS &  
IMMIGRATION AGT

KANSAS CITY

# K · C · S ·

## Kansas City Southern Railway

*"STRAIGHT AS THE CROW FLIES"*

### KANSAS CITY

— TO THE —

### GULF.

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## Absolutely the Shortest Line

— TO THE BEST —

### Health and Pleasure Resorts,

### Hunting and Fishing Places

### in the Ozark Mountains and on the Gulf Coast.

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## THE ONLY DIRECT LINE

### FROM KANSAS CITY TO

## The Beaumont-Port Arthur

## Oil District.

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— IS A GOOD PLACE TO LIVE —

BECAUSE IT IS NEITHER TOO HOT NOR TOO COLD, NO NEGROES,  
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This land is located at first high ground on Taylor's Bayou, (near Sigler's Bluff) about five miles above Docks and Oil Wharf at Port Arthur, from which there is 25 feet of water to Gulf. Three Miles of Water Front 12 feet depth in Taylor's Bayou to docks directly south of Spindle Top (Eight miles) with adjoining land especially suited to Earthen Tanks. Will sell separately or in combination. Small tracts, high land, with 1-16, 1-8 or 1-4 mile water front. Length of pipe line about 13 miles. Can reach tide water with facilities afforded by 12 feet depth in 8 miles. This land lies on the well defined ridge extending from Spindle Top to Big Hill (Jefferson county), which latter place is just now attracting attention by recent strike. Two miles east of the Forward Reduction Company's recent 7000 acre purchase, in which locality they have sunk five wells and still drilling others. Two miles west of El Vista station, location of the large oil storage station of J. M. Guffey Co. A first-class Gusher—perfectly constructed—For Sale at an attractive price.

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**.... SEND FOR LIST ....****Texarkana, Texas.**

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Address all letters to our main office, to

**S. A. AKINS & CO., Merwin, Missouri.**

Branch Offices: Harrisonville, Audrain, Butler, Amsterdam, Hume and Stotesbury, Missouri.  
S. A. Akins & Co., The Land Men, sold over 11,000 acres within the last sixty days, of Bates county land to Iowa and Illinois buyers.

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SILOAM SPRINGS, ARK.

**25 ROOMS. Rates, \$1.50 to \$2.00 per Day; \$5.00 to \$7.00 per Week.**

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# CURRENT EVENTS

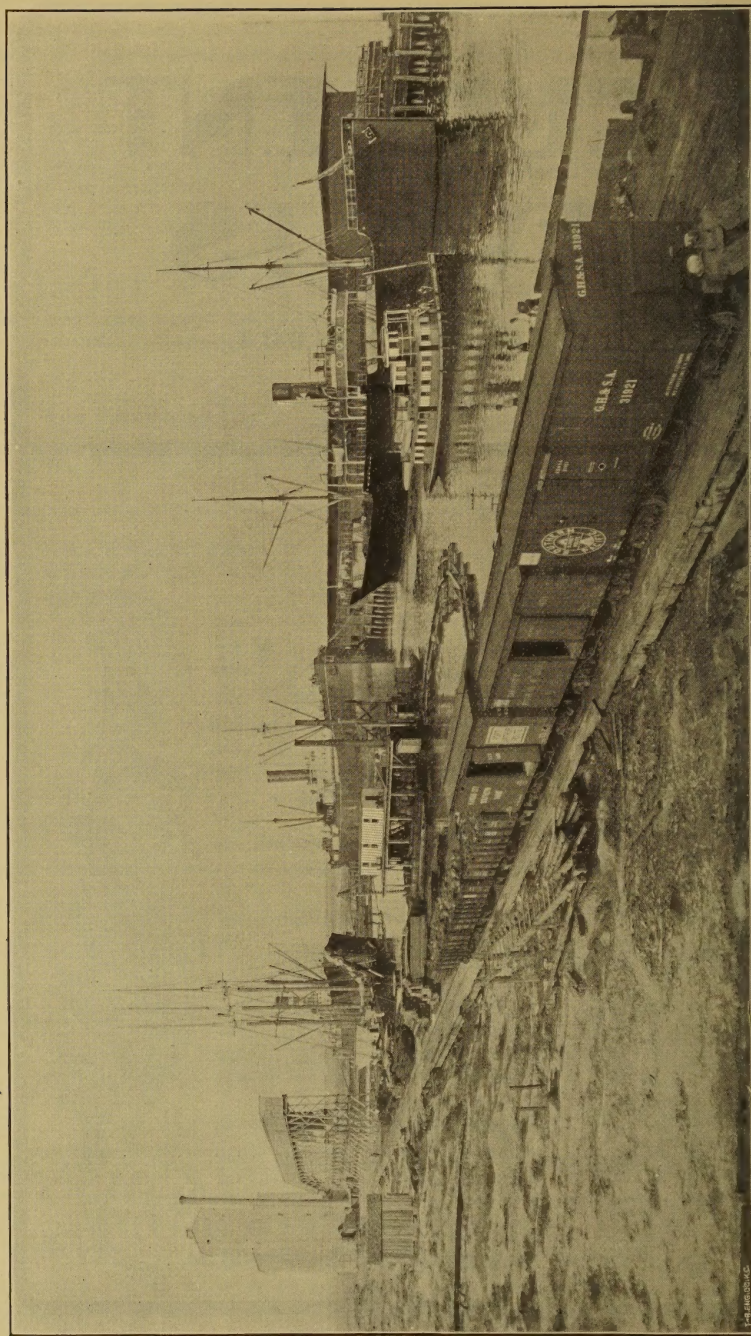
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NUMBER FOUR

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THE HARBOR AT PORT ARTHUR, TEXAS.



## A Good Year's Work.

### INDUSTRIAL AND AGRICULTURAL DEVELOPMENTS.

A year's work, well performed, should bring tangible net results and in a growing country like that traversed by the K. C. S. Ry. it always does. The success attained imparts a feeling of gratification, and under the extra favorable conditions as they are found on this line, the resident need not be found fault with, if he says to himself and his neighbors, "The Lord might have made a better country, but He didn't."

There is always something doing on the K. C. S. and every town and village on the line is engaged in doing it. The improvements made range from the building of huge oil refineries, rice mills, cold storage plants, to the painting of Farmer Smith's back fence. New clearings show all along the line and 1902 was a "busy day" with the land agents. All the towns show marked improvement and the steady increase of shipments of cotton, corn, live stock and other products show that the back country is also moving. New products also find their way over the line and indicate that the undeveloped resources are receiving attention, and that more men are delving in the earth, and laboring in the forests and the mills than ever before.

The larger towns have increased the number of their individual industrial enterprises and have increased their population. In many of the smaller places the population, owing to the rapid settlement of the surrounding country, has doubled and trebled. The number of new enterprises runs well into the hundreds and means the investment of large sums of money and the profitable employment of thousands of men.

The Kansas City Southern Railway has many points of junction with other roads on its line and as a matter of course does not transport all the commodities produced on the line. Among the commodities handled are, however, 11,204 cars of coal, 35,218 cars of lumber, 1,069 cars of rice, 1,960 cars of live stock, 339 cars of ores, 1,839 cars of stone and sand, 1,813 cars of fruits and vegetables, 1,335 cars of oil, 5,319 cars of flour and mill products, 211 cars of furniture, 2,254 cars of cement, brick and lime and 151,910 bales of cotton. The foregoing figures represent only

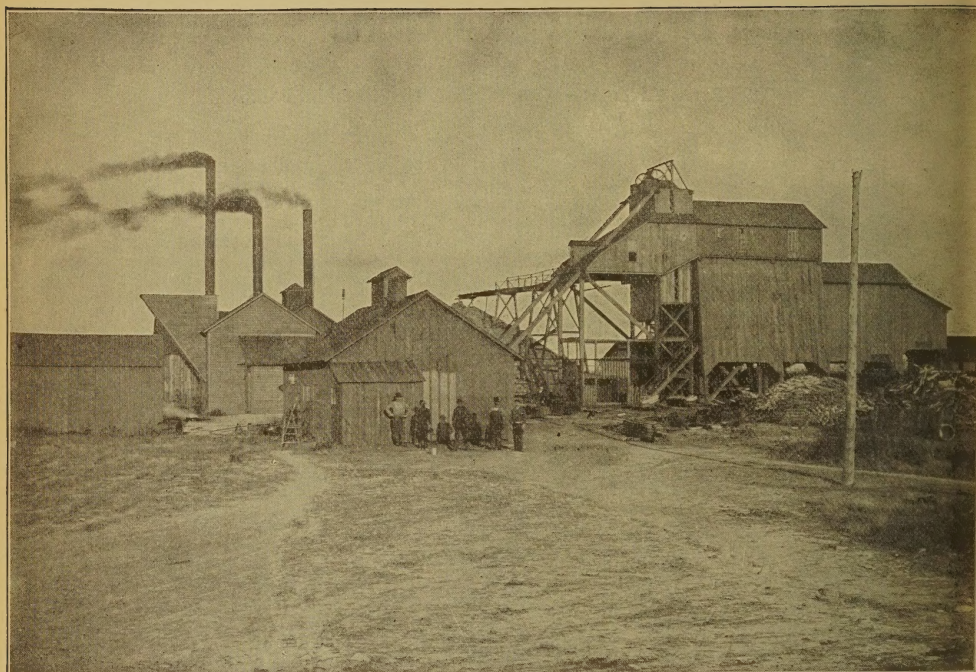
part of the freight originating on the line and do not include through shipments or freight received from other lines.

The city of Port Arthur, being the nearest and most convenient shipping point within reach of the great Beaumont-Port Arthur oil field, made some wonderful strides last year. Its population has more than trebled and is rapidly increasing. The handling of the oil necessitated numerous and expensive improvements. The largest steamers afloat can come into the docks of Port Arthur safely and the claim is made that more ships enter and depart at this port than at any other Gulf port except New Orleans. Three-fourths of the oil produced passes through Port Arthur and the quantity of export oil is being constantly increased by new oil discoveries at points convenient to this port.

The increase in shipping has been enormous. During the year 1901, the steamship *Cardium*, the *Atlas* and several Standard Oil Company barges transacted most of the foreign traffic, the coast-wise business being limited. The tonnage going through Sabine Pass via Port Arthur and Sabine is as follows for the year ending December 31, 1902: Exports, coast-wise and foreign, Sabine, 238 vessels, net tonnage 132,388; cargoes, 3,800,649 feet of lumber, 56,884,937 gallons of oil. Exports, coastwise and foreign: Port Arthur, 214 vessels, net tonnage 249,154, cargoes 20,406,913 feet of lumber, timber and ties, 108,152,589 gallons of oil, 58,593 bales of cotton and 175 sacks of rice.

Imports, coastwise and foreign: Sabine and Port Arthur, 445 vessels, net tonnage 349,508, cargoes one ton of sea shells, 15 casks naphtha, 5,300 barrels of cement, 300 tons of cement, 200 tons of machinery, 1,200 tons of iron pipe, 46 barrels asphalt. Combined totals of vessels entered and cleared, Sabine and Port Arthur, 12 months' shipping, 896 vessels; net tonnage 718,957 tons.

Near the city of Port Arthur there have been erected six or seven large oil refineries, several hundred immense steel tanks supplied with oil by five pipe lines laid from the oil fields and new docks and new railway trackage.



COAL MINES NEAR PITTSBURG, KANSAS.

The rice acreage tributary to Port Arthur has more than doubled during the year 1902, and the local rice mill has shipped two train loads of cleaned rice valued at \$50,000 during the month of December. City water works, an electric light plant, an ice factory, a new dock, an immense brick yard and a suburban street car line are under construction or have been contracted for. A very large number of new buildings have been erected and more are under contract.

The year's work at Fort Smith, Ark., has been a good one and highly satisfactory to the business community. The jobbing business has increased from \$19,313,000 in 1901 to \$23,500,000 in 1902, showing an increase of twenty per cent. The quantity of cotton compressed and shipped was 62,000 bales in 1902 as against 48,000 in 1901. The quantity of produce handled exceeds that of any previous year by twenty-five per cent. The freight shipments in and out of Fort Smith have been enormous. During the year 1902 16,650 cars were received and 11,818 were loaded and shipped. In the 194 manufacturing establishments 1,500 persons are employed. The output of the factor-

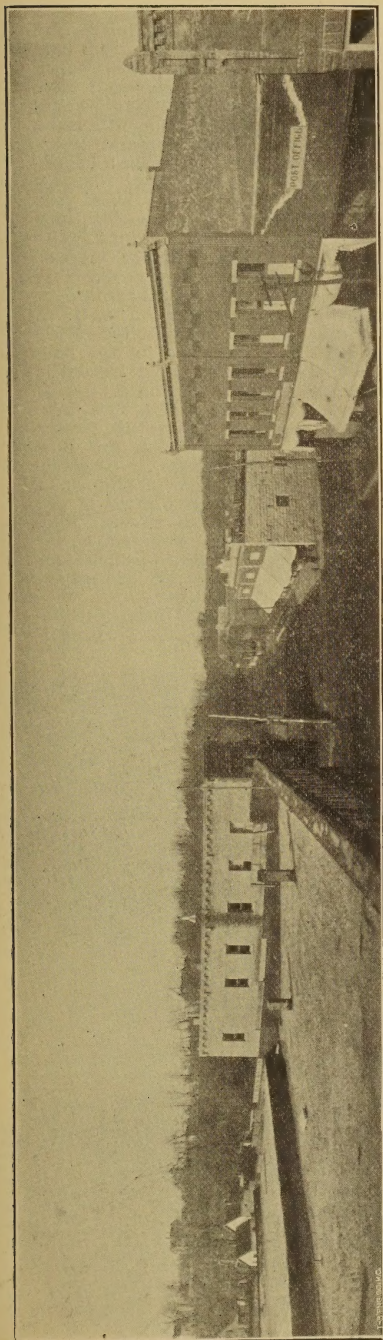
ies was valued at \$3,500,000. The general increase in business is also shown in the U. S. Postal report, which shows the sale of stamps for 1902 at \$41,261 and for 1901 at \$35,200; the money orders issued numbered 10,404 in 1902 and 8,609 in 1901.

Among the new acquisitions of Fort Smith are the Fort Smith & Western Ry., the new St. Anne's Academy, Belle Point Hospital, several new churches, an appropriation of \$100,000 to enlarge the post-office, a dozen or more fine business buildings and over 250 residences ranging in cost from \$250 to \$15,000.

The coal output was in excess of previous years and between 5,000 and 6,000 persons were employed in it. By reason of the allotment of Indian lands in the Choctaw Nation, the workable coal area tributary to Fort Smith will soon be greatly enlarged. About one-half million acres of coal lands are to be segregated and sold at auction within the next two years.

The Cherokee coal field, of which Pittsburg, Kan., is the commercial and financial center, has had a prosperous year. The state mining inspector, Mr. D. R. Casselman, is now compiling a report on the coal min-





SCENE AT SILOAM SPRINGS, ARKANSAS.

ing industry of Kansas. His report is not yet ready for publication, but the returns from the different mining camps in the state show that approximately 5,300,000 tons of coal were produced during 1902. The preceding year shows a production of 4,300,000 tons. The increase of approximately 1,000,000 tons means an increased valuation of the coal output of nearly \$2,000,000 and an increase in miners' wages of \$650,000. The coal production of Kansas in 1900 was valued at \$5,000,000, while that of 1902 was \$7,000,000.

The production of Crawford and Cherokee counties in 1902 amounted to 4,674,240 tons or ninety per cent of the entire output of the state. The number of men employed in and about the mines in Crawford and Cherokee counties was in 1900, 7,691 miners and in 1902, 7,481 miners; the latter, the smaller number, turning out 980,611 tons more in 1902 than did the 7,691 miners in 1900. The net earnings of the miners in Crawford county amounted to \$2,187,499. During the mining operations they used 190,236 kegs of powder.

The Cherokee coal field extends from Amsterdam, Mo., to and beyond Pittsburg, Kan., the greater part lying in Cherokee and Crawford counties, Kan. A large number of new mines were opened in 1902.

The slate manufacturing industry in Polk county near Mena has been making steady progress during the past year. Among the companies operating in the slate deposit are the Southwestern Slate Co., the Atlas Slate Co., the Standard Slate Co. and the Gulf Slate Co. All of them have had difficulties to overcome in the laying out of roads, building of warehouses and installment of machinery before active shipping of slate could begin.

One of the most active is the Southwestern Slate and Manufacturing Co., whose quarries are at Slatington, Ark. At the present time some sixty persons are at work in the quarries. Double that number could to advantage be employed if the necessary accommodations were at hand. The heavy machinery necessary for manufacturing slate has in part arrived and more is on the way. Among this machinery is a 100-horse power air compressor, two 70-horse power boilers, two hoisting engines, two drilling machines and one channeling machine. A twenty-room hotel and extensive warehouses and a wagon road to the quarries are under construction.



Both the red and black slate deposits will be worked, as there is a good demand for both varieties. The refuse from the quarries will be used extensively in the manufacture of brick and also of paint, for which purpose suitable machinery has been acquired. Both the brick and paint made from slate are pronounced by experts to be of superior quality.

The lead and zinc mining industry had an extra good year and among the business men of Joplin it is the universal verdict that 1902 was the banner year in the history of the city.

The mineral output for the year in the Joplin district, which comprises some thirty-six or more mining camps, was as follows: Zinc ore, 1902, tons, 262,545; 1901, tons, 258,306. Lead ore, 1902, tons, 31,625; 1901, tons, 35,177.

The values of the ore output for nine years, including 1902, cash paid at the mines, are as given below:

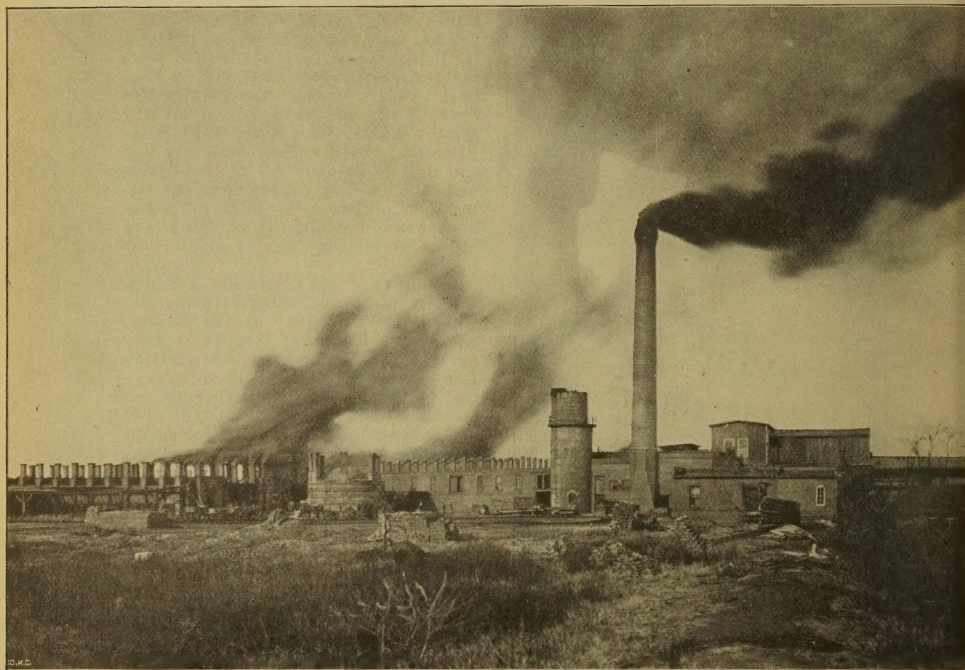
1894, \$3,505,736;	1895, \$3,775,929;
1896, \$3,957,355;	1897, \$4,726,302;
1898, \$7,119,867;	1899, \$10,715,307;
1900, \$7,992,105;	1901, \$7,971,651;
1902, \$9,430,890.	

The enlarged product has tended to bring allied industries into the field. Several new smelters and other es-

tablishments for manufacturing the products of the mines, such as making sheet lead and zinc, zinc oxide, white lead and sulphuric acid, have been put in operation. The opening up of the Cherokee Nation will make available a number of mineral deposits that could not be worked heretofore.

The city of Joplin has been very prosperous. The population is now 30,000 and is rapidly growing. The industrial establishments are increasing in number and new business blocks and private residences are in evidence all over town. The U. S. Government has appropriated \$150,000 for the improvement of the public buildings and a public library is under construction. The Mineral Cities Electric line and a new telephone line, both connecting every mining camp with Joplin, are now making rapid progress in construction. The merchants of Joplin claim an increased business of twenty per cent and the values of mineral property have advanced twenty-five per cent. The post-office receipts for 1902 amounted to \$38,556 as against \$37,653 in 1901.

The Gillham Mining District in Sevier county, Ark., has made consider-



BRICK AND TILE WORKS AT PITTSBURG, KANSAS.





STREET SCENE AT TEXARKANA, TEXAS.

able progress during the year. Comparatively little ore has been shipped owing to the difficulties of transportation, but these will soon be overcome as a branch line of the K. C. S. Ry. has been surveyed to the largest mines and will soon be constructed. Large quantities of ore are now ready for transport. The Southern Zinc and Copper Mining Co. have installed a hundred ton mill at the Banoni mine and are turning out from eight to ten tons per day. A five hundred ton mill is to be added immediately. The North American Ore and Metal Co. have expended over \$200,000 in improvements and development work on the Bellah mine, which they are operating. The Star Antimony Co. are systematically working their antimony ores and in the vicinity of Euclid gold is being mined in paying quantities. Large sums of outside capital have been secured for the further development of the Gillham district and it will be heard from during 1903 when a dozen or more very large mills will be at work and ample transportation facilities will have been secured.

The lumber industry on the K. C. S. Ry. is of greater magnitude than probably on any other line of railway. On its line there were in 1901 one hundred and twenty-six establishments for the manufacture of lumber, and of these ninety-six handled pine lumber exclusively, fourteen manufactured oak lumber and other hardwoods, six made shingles, two barrel staves and seven turned out telegraph poles, railroad ties and mining and bridge timber. The daily capacity of these mills is 5,741,600 feet of lumber, of which 5,127,100 is pine lumber, 151,500 feet is oak and hardwood lumber, 242,000 is shingles and 210,000 is miscellaneous lumber consisting of railroad ties, cedar posts, cooperage stock, etc., etc. The transport of this lumber requires about 1,200 cars per week.

New mills are constantly being added to the number already existing, and among the new mills are very large establishments at De Ridder, La., Carson, La., Bon Ami, La., Stable's Spur, La., Neal Springs, Juanita, La., Lake Charles, La., and De Queen, Ark. Several of the mills at Beaumont, Tex., Loring, La., Noble, La., and other places have been greatly enlarged.

Gentry, Ark., population 1,800, during 1902 has doubled its population and expended over \$100,000 in the construction of new buildings and improvements. Numerous fine residences were built and others reconstructed and repainted, sidewalks

have been laid and much has been done to make the town attractive in every way. During the year the town secured a bank, a canning factory employing from thirty to fifty people and the finest public school building, as well as the best new hotel, in the county. Over 160 acres in town lots have found buyers during the year and farm lands are being rapidly occupied by new comers. Counting the new buildings under way and those contracted for on January 1, there are thirty buildings to be erected as soon as the carpenters can do the work. Business has increased over one hundred per cent, and several hundred people do business in Gentry now who were not there at this time last year. Gentry is a great fruit shipping point and among other things needs a big cold storage plant.

At Siloam Springs, Ark., a pretty town of about 4,000 people, substantial progress has also been made. Aside from a material increase in population in town and in the surrounding country, there has been great activity in the construction of new buildings and fully \$100,000 has been expended in this direction. Among the new business structures are a large cold storage plant costing \$50,000, a wood fibre plaster factory, an extensive fruit packing shed, a fine new bank building, and expensive improvements on other buildings. Eighteen new residences were built during the year. The outlook for further development is extra good as the leasing of the adjoining Cherokee lands will attract many new settlers, a large number of whom will be very near to Siloam Springs.

De Queen, Ark., is only a little spot on a big map, but is willing to admit that it has had a good year. Its population has increased fully thirty-three per cent and three thousand inhabitants are now claimed. The surrounding country is even growing faster than the town, which during the year has contracted for a system of waterworks, has secured a pickle salting station which will consume the product of 300 acres; a cannery which requires the product of 300 acres in tomatoes, an electric light, ice and cold storage plant, a new railroad, the De Queen & Eastern, a new hardwood sawmill, a newspaper, six new business firms, a new hotel and a church. The five sawmills at De Queen employ about one thousand men. Thousands of fruit trees have been planted by individuals at and near De Queen during 1902 and a new orchard company will contract during 1903 for 1,000 acres in peach trees.



LARGE SAWMILL AT DE QUEEN, ARKANSAS.





SHIPPING FRUIT AT GENTRY, ARK.

The acreage in cantaloupes will be about 500 acres in 1903 and this in addition to the 1,000 acres already devoted to commercial truck. During the year 1902 some seventy or eighty new buildings have been erected in the town.

Texarkana, though well equipped in the way of manufacturing establishments, has acquired additional ones in 1902 and is looking out for a cotton mill, sash, door and blind factory, a tannery, packing house, hub, spoke and handle factory, canning, pickling and preserving works and any other kind of a factory that can use up local raw materials and increase the city's pay roll. Anyone looking for a good manufacturing or business point can find it at Texarkana. The value of the lumber output for 1902 was about \$5,000,000; the several other wood working establishments have turned out products to the value of \$1,250,000; the total amount paid for cotton and cotton seed products was over \$1,000,000; the potteries, brick works and other manufactories did a combined business of over \$500,000; the business of the jobbing houses exceeded \$8,000,000 and that of the banks \$12,000,000. Numerous substantial business buildings and residences have been erected during the year, and among the new acquisitions are two immense creosoting works, a fine railroad hospital costing \$100,000 and an electric street car line.

The growth of Shreveport, La., during 1902 has been very satisfactory. New suburbs have filled up quickly, particularly so West Shreve-

port, necessitating the construction of new electric lines to make them readily accessible. Among the new acquisitions are an immense new brewery, an ice plant, brick making plant, an elegant new hotel, a fine charity hospital and numerous smaller manufacturing enterprises. The population is between 25,000 and 28,000. During the year, 14,000 carloads of merchandise were handled. The bank clearings were \$300,000,000, there being five banks. The quantity of cotton handled amounted to 312,000 bales. The hundred odd manufacturing establishments carry a pay roll of over one million dollars. \$60,000 were recently voted for public buildings.

Beaumont, Texas, had especial reasons for a rapid growth. A liberal application of oil will promote quick movement in anything, even in a town. Since 1901 when oil in vast quantity was discovered at Spindle Top the population has grown from 8,000 to 30,000. And the mercantile and manufacturing ventures undertaken have run into the hundreds. The lumber mills are capable of turning out 10,000 carloads of lumber per annum, and there are in the city the largest creosoting plant in the United States, three immense rice mills, two very large foundries, a large number of wood working plants, an electric light plant, ice refrigerator plant, flour mills, brick yards, and in all about twenty-five establishments involving a capital of \$6,500,000 and employing about 5,000 persons. There are about 350 commercial enterprises with an estimated invest-

ment of \$2,000,000. The four banks have a capital of \$768,000. The water-works system has been greatly enlarged and an electric street car line has been built. The new business houses erected cost \$1,000,000 and in addition to these some 400 residences were built, likewise a fine opera house, several oil refineries, extensive iron works and an inter-urban electric line.

The improvements along the line have been so numerous that space cannot be given them, and there is not a town that has not gained something and is not out after more—Nesho, Mo., secured a cannery and an

electric light plant, Merwin, Mo., a creamery; Stilwell and Spiro, I. T., each a cotton gin and warehouse; Mena, Ark., a wholesale cigar factory, a new sawmill, an ice and cold storage plant; Westville, I. T., a new elevator; Pittsburg, Kan., a new sewer pipe plant, extensive powder works; Ashdown, Ark., a bank, steam cotton gin, brick yard, five new mercantile houses; Hatfield, Ark., a roller flouring mill, planing mill; Lake Charles, La., a new library, shingle mill, cannery and new rice mill; Amsterdam, Mo., a new hotel and twenty new brick buildings; in Louisiana a half dozen new immense sawmills, etc., etc.

## Poteau, Indian Territory.

Is situated in section 25 of township 7 north, range 25 east of the Indian Meridian. It has a population of over 1500 people. It is located at the junction of the Frisco and Kansas City Southern Railroads, and is 500 feet above sea level. It is the center of the coal district, of the Indian Territory and Arkansas, with coal all around it and under it. The Devlin-Wear Coal Company operates a mine here. It is surrounded, except on the west, with a fine agricultural country; on the west is the Cavinal mountain, a wonderful summer resort, with an elevation of 2400 feet. The finest fruit in the world is raised in this vicinity. It is supplied with fine building stone, and both shale and fireclay for brick making in abundance. On the east and south is the large valley of the Poteau river, full of the finest timber; consisting of oak, hickory, ash, gum, elm, sycamore, etc. On the west the Cavinal mountains afford coal and other minerals, red and white oak and pine; and on the benches and foot hills is the finest fruit land in the world. Poteau peaches are famous. The water of the Poteau river is pure and wholesome and is preferred by railroad engineers for steam purposes. The town is well situated for water

works and sewerage and has many natural advantages in that respect.

Poteau was the first town in the Choctaw nation to be incorporated, built the first public school building at a cost of \$5,000 at the town's expense, established the first public school in the Indian Territory and has a fine graded school now going on, employing five teachers. It is well supplied with churches, having Baptist, Methodist, Cumberland and Old School Presbyterian, Roman Catholic and Christian.

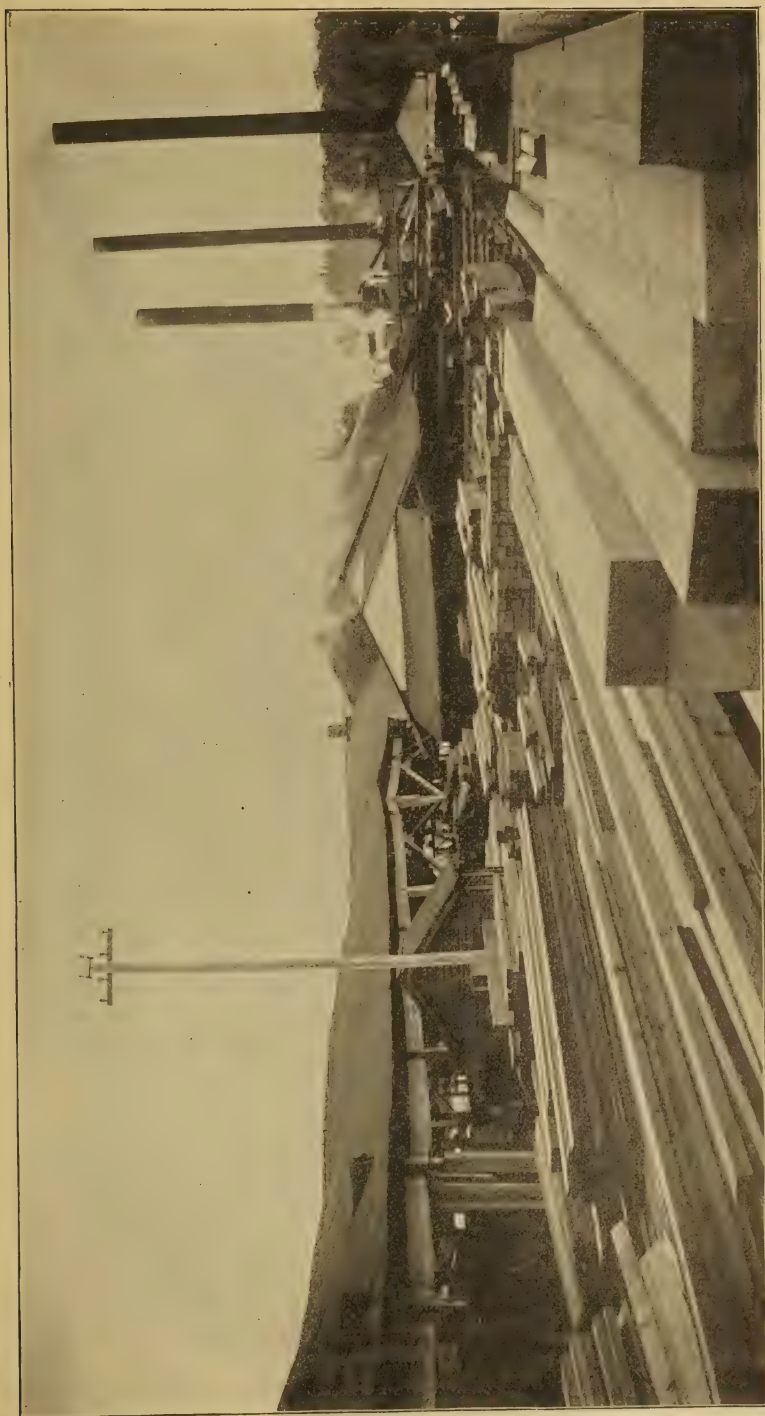
Poteau is the seat of the United States Court for the Poteau division of the Central District of the Indian Territory, which has a territorial jurisdiction extending over one-fourth of the Choctaw nation. Poteau will be the county seat of the northeast county of the Choctaw nation when county seats are established, it being the geographical and population center thereof.

### WE WANT:

A wagon factory, a foundry and machine shop, a furniture factory a canning factory, an ice and cold storage plant, a vitrified brick plant, a sewer pipe factory, a cotton factory, an oil mill, a compress, a wholesale grocery and feed business.







SAW MILLS AT BEAUMONT, TEXAS.

## Sleepy Grass.

We had finished dinner at the Ruidoso store, and for the want of something better to do were examining some specimens of ores which were lying on the counter. As we knew practically nothing about mining matters, we talked in a low tone and looked wise, even if we were not. A tall bewhiskered man, in the garb of a prospector, who had eyed us for some time from his perch on a stack of soap boxes, finally joined us and asked our opinion of the specimen he held in his hand. We assured him that our opinion would not be worth a cent to anybody, but if those yellow shining particles in the piece of quartz were not iron or copper pyrites, they might be gold, and in such event he had "good stuff." He said that it was the genuine article and came from a prospect hole on the Rio Bonita.

Our team had been watered and fed and was being hitched up when he inquired our destination, which, we told him, was Nogal. His request to take him with us was granted and we found him a well informed traveling companion. He had prospected in California, Utah, Dakota, Mexico, New Mexico, Texas and Arizona, had worked in coal mines, stone quarries, gold, copper and silver mines and on placer grounds, and had gathered much experience if not wealth during his wanderings.

"Does prospecting pay? Yes and no. Every mountain climber gets two or three big opportunities in a lifetime. He labors and sweats, starves and thirsts, maybe one year, maybe ten and sometimes twenty. Then a good thing comes his way. The property finds a purchaser at a good price. From the lonely mountain gulch an inexperienced man finds his way to the big city. Six months later he comes back—often on foot. He has had a good and expensive vacation. The ten, twenty, or fifty thousand dollars, the product of arduous toil, are gone and he makes a new start. He may win a second and a third time, but in the end he is generally no richer than when he began."

While passing through a narrow canon, the road ran through a patch of very tall and very green grass resembling a field of cultivated oats. Seizing a few of the stems, the writer chewed them, spat them out and remarked: "This grass tastes like stale watermelon. What do you call it?"

"That is sleepy grass. What! Never heard of it before? Everybody here knows it. Native horses never eat it, but strange horses will, and they become so sleepy that it is almost impossible to wake them. Cattle like it and it does not affect them, but horses rarely eat it oftener than once. It makes a fine hay and when cured is harmless. The narcotic in it is volatile. Horses have been known to sleep so long that they died of starvation."

Our prospector then began to laugh, and then continued. "What I tell you is perfectly true. I am just thinking of the wooly time we had at Nogal twenty years ago, and of an occasion when sleepy grass made quite a difference to some of us in a financial way. Placer gold had been found in Nogal Canon, up in the Jicarillas and other places, and a healthy mining excitement was on. There were prospectors in every canon between here and White Oaks, probably between three and four thousand. At Nogal was a general supply point and also a fine collection of merchants, saloon keepers, speculators and gamblers. Money was abundant and was changing hands rapidly.



"Among the gamblers were two who had come from Kentucky with a fine team of horses. They had won most of the loose money in Las Vegas, had cleaned out White Oaks, and had gotten nearly every dollar the soldiers at Fort Stanton had, when they dropped in at Nogal. They were as slick a pair of bunco steerers as I ever heard of. They were expert in the use of every gambling device and within a month of their arrival they had gotten most of the money circulating in the vicinity. While nearly every loser was satisfied that he had been flim-flammed or buncoed in some inexplicable way, none had sufficient tangible evidence to satisfy himself that he had been cheated. None would plead the baby act and yet there was a moral certainty that dishonest games were being played. The largest loser was a Mexican named Ramirez, who had parted with many a hard earned dollar. When dead broke he devoted all his spare time to watching the strangers at play but obtained no clues.

"The paymaster was due at Fort Stanton and the strangers arranged for a horse race to take place there. They backed one of their horses against a native pony and offered long odds. Takers at Nogal were few for a time, but the day before the race the whole population and hundreds of prospectors from the hills appeared at Stanton to watch the race. The Apaches also entered a pony and came in considerable numbers. In the evening before the race Ramirez had offered the strangers the use of a small pasture, lying along the road. The two ponies and the Kentucky horse were left there over night. Half an hour before the race took place Ramirez was observed borrowing money right and left and backing the native pony. An intimate friend, looking for a tip, received the information that Ramirez had lain on the hill near the pasture all night and had carefully watched the horses; that near daybreak the Kentucky horse had filled itself full of sleepy grass, which grew rank in one corner, and as the effect is apparent in six hours, the hour for the race, he was betting on a sure thing. One of the gamblers had been awake all night but he had never heard of sleepy grass. Before the start of the horses every bet was taken. The tip was given to the soldiers, and the bluff was carried far enough to cause the gamblers to bet every dollar they had and their team likewise.

When the horses were brought up the expert ranchmen soon noted that Ramirez's observations were correct, though the Kentuckians noted nothing unusual. When it came to a test of speed, however, the ponies out-stripped the Kentuckian and left him a quarter of a mile behind, and the native cow pony outran the Indian horse. The officers in the garrison were dead broke to a man, as they had backed the Kentucky horse. Of the soldiers, half were in the guard-house on charges of drunk and disorderly. In Nogal not a drop of whiskey remained after the good citizens returned from the race, and a terrific drouth prevailed for nearly a month before new supplies came in. Mountain water and condensed milk were the only tipples obtainable. The two gamblers walked back to Las Vegas, wondering, no doubt, as to what had happened. Ramirez was known to have plenty of money, but no one ever saw him in a game of poker after the horse race.



## Cold Storage and Ice Making.

The rapid development of the fruit and truck growing industry, as well as that of packing and storing meats and eggs, and also the development of the brewing industry, have created a demand for cold storage establishments and ice factories. With cold storage it is possible to preserve almost any perishable article for an indefinite time regardless of season or climatic conditions.

The manufacture of ice and artificial creation of cold depend upon the quantity of heat required to convert a solid into a liquid, or a liquid into a gas. A piece of granulated sugar or salt laid on the tongue will produce a feeling of coolness, due to the fact that in the process of melting both substances extract heat from the tongue. The changing of the perspiration from a liquid into a gas or steam has the same effect on the skin.

In the manufacture of ice ammonia is used, because it can readily be converted from a liquid to a gas and vice versa. In a factory the mode of operation is divided into three parts, a compression side, in which the gas is compressed, a condensing side, generally consisting of coils of pipe in which the compressed gas is circulated, parts with its heat and liquifies. The expansion side also consists of coils of pipe in which the liquified gas is allowed to expand or vaporize. The three sides are connected in the order mentioned. The liquified gas is allowed to flow into the expansion coils through a very small opening under a pressure of 125 to 200 pounds per square inch, and expands into a pressure of from 10 to 30 pounds per square inch. In order to expand, the gas must get heat from somewhere and if the pipes through which it flows are immersed in salt water, it extracts the heat from this. The extraction of this heat from the brine or salt water cools it far below the freezing point of ordinary water, and a can of pure water placed in this salt water is soon frozen solid. The ammonia gas passes on through the brine or salt water into the compression side, where it is compressed and forced into the condensing coils under a pressure of 125 to 200 pounds per square inch, is liquified again, parting with the heat abstracted from the brine and is again forced through the minute opening

into the freezing coils, where it extracts more heat from the brine. The process is a continuous one, the ammonia being compressed into a liquid at one stage of the process and being converted into a gas at another, the result being a continuous extraction of heat from the brine or salt water if ice is manufactured or from the air in a cold storage plant. Various methods are used in the cold storage houses. In some the cold brine is forced through pipes. In others expansion coils are placed as in a freezing tank, the heat being extracted from the air instead of the salt water.

It is impossible for any of the ammonia to get into the water used or into the ice. It is enclosed in pipes that must stand a pressure of 150 to 250 pounds per square inch. The slightest leakage would prevent the making of ice. The water to be frozen does not come in contact with either the ammonia or the salt water or brine. It is poured in large cans, which stand in the salt water as do the milk cans in a spring, with less chance of getting salt water in them than has the spring water of getting into the milk.

A good pure water is always selected for making ice, but to make sure that it contains nothing of foreign nature it is treated as follows: First, it is converted into steam and then condensed or distilled, then filtered, then boiled hard. The boiling tank overflowing all the time floats off any foreign matter which may rise to the surface; then it goes through another filter, then is cooled, then passes into a settling tank once more and is then ready to be frozen. All the air and all the impurities have been removed. The water is now placed in a steel can and is suspended in the freezing tank, surrounded by a brine through which pass a number of coils in which the ammonia is circulating. The freezing process is simply that of removing the heat contained in the brine. The fact that an article is cold does not prevent the removal of more heat and making it still colder. The expanding ammonia requires heat for the expansion and gets it from the brine which gets colder than the freezing point and extracts the heat from the pure water in the freezing can, thereby converting it into ice.





GRAVETTE LIME KILN.

## The Town of Gravette, Arkansas.

A town is an aggregation of stone, brick and frame houses in which reside a number of people who marry and are given in marriage, who bargain and dicker and scratch for a living and after two or three score years go to rest with their fathers. They have had their ambitions, have prospered in their way, have perhaps added a house to the aggregation and gone their way, leaving the town behind them. The following generation hardly realizes that it had any predecessors worth remembering, adds a few houses to the aggregation and also goes its way.

Gravette is a prosperous town of one thousand people in the northwest part of Benton County, Ark. In its young and frisky days it was called Nebo—but on the arrival of the Kansas City Southern Railway, the name somehow or other slipped over the edge of the county, and the name of Gravette was applied thereafter to the old town plat. Since the advent of the railroad the town has continued to prosper and grow. Several disastrous

fires visited the town, but the buildings destroyed were replaced by substantial brick houses and a considerable number will be added thereto the present year. The prosperity of a town necessarily depends upon its surroundings and Gravette is particularly fortunate in being situated in the center of an exceptionally fine farming and fruit growing region. Its transportation facilities are very good, the Kansas City Southern Railway furnishing north and south connections and a branch of the Frisco, east and west. Owing to these railway facilities it has been possible to develop here a splendid fruit, produce and poultry business and very few towns have around them so large a number of fine orchards, stock farms and poultry yards as has Gravette. Some idea of the quantity of produce originating at and shipped from Gravette may be obtained from the report of the agents of the two railroads. Apples, 90 cars; live stock, 50 cars; peaches, 850 crates; berries, 1,320 crates; eggs, 6,915 cases of 30 dozen

each; poultry, 142,575 pounds and flour, wool and hides, 123,093 pounds. The value of these products excluding the live stock is \$200,000, all produced in the immediate vicinity of the town.

A very large number of orchards have been planted within the past five years and will make, in another year or two, a great increase in the quantity of fruit shipped from this point. A very large acreage is being planted in fruit during the fall and winter of 1902-3. Immigration has been very active and nearly all new comers set out considerable land in fruit.

The business interests are represented in six dry goods, and general merchandise houses, three grocery stores, three hardware stores, two furniture stores, three produce houses, two drug stores, two jewellers, photographers, three hotels, a bank, livery stable, several professional men such as physicians and dentists and the usual minor industries incident to a town of 1000 people. There are in the town two fine flouring mills each with a large elevator and two distilleries. The educational interests are well

looked after and very recently a fine two-story brick school house was completed. Of church buildings there are three and a fourth is to be erected during the year.

Gravette is an incorporated town. The business men have formed a Board of Trade and this organization is now negotiating for the erection and installation at Gravette of a planing mill, of water works, of an ice and cold storage plant and an electric light plant. A telephone system for local use and connected with other lines has already been secured.

The country round about Gravette is attractive and fertile and land values are moderate. The town itself presents good opportunities for business and parties looking for a new location will find it worth their while to devote a few days to Gravette and its surroundings. As a market town for produce, fruit, poultry, etc., and for live stock, it is as good as the best. The Board of Trade of Gravette will, through its secretary, J. F. Dorset, be pleased to furnish any local information that may be desired.

## Beaumont-Port Arthur Oil Field.

### FIRST YEAR'S RECORD.

The Oil Investor's Journal gives a table showing the oil shipments through the port of Port Arthur for the twelve months beginning September 25, 1901, and ending September 26, 1902. Following is an extract from this article, showing the shipments in gallons by months, to coastwise points and to foreign ports:

	Coastwise	Foreign
September. . . . .	420,000	
October. . . . .	2,341,038	
November. . . . .	1,629,474	
December. . . . .	658,434	
January. . . . .	1,755,518	2,009,700
February. . . . .	3,331,398	2,547,437
March. . . . .	3,146,485	
April. . . . .	1,065,036	1,940,000
May. . . . .	4,443,431	
June. . . . .	4,073,599	2,748,000

July. . . . .	10,000,824	2,000,000
August. . . . .	11,903,666	2,023,020
September 26. . . . .	10,481,862	1,584,825

Totals. . . . . 55,351,765 16,834,460

These figures give a grand total of shipments for the year ending September 26, 1902, through Port Arthur, of 72,086,225 gallons, or about 1,716,815 barrels of 42 gallons each. Of the 55,231,765 gallons shipped to coastwise points, there were 53,058,567 gallons of crude oil; 1,954,198 gallons solar or desulphurized oil, and 293,000 gallons of gasoline. Of the 16,834,460 gallons shipped to foreign parts, 14,852,982 gallons were crude oil; 1,373,356 solar oil, and 608,122 refined. It should be remembered that in the above shipments the business of Sabine and also Sabine Pass, which are practically one and the same, are not included.—London Petroleum.

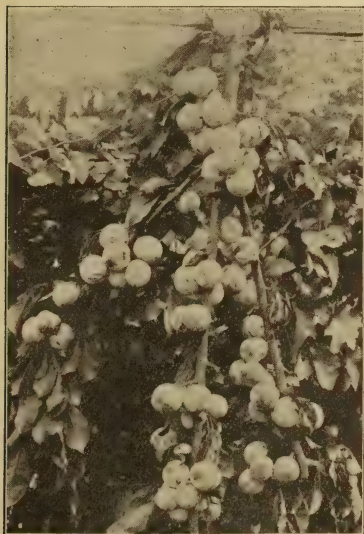




## An Agricultural Regeneration.

When the writer, on his way from St. Louis to Texas, in 1881, purchased a third bushel basket of peaches for \$1.25 and paid 75 cents more to the express company to get it to St. Louis, he congratulated himself, that for once he had gotten some fruit very cheaply. The next day he stopped at Jefferson, Texas. The beauty of the gardens and front yards attracted his attention at once, but the profusion of fine fruit was a marvel. When he left there he bought a whole flour barrel full of the largest and finest peaches for fifty cents, and this fruit was far superior in quality and flavor to that of his previous purchase or any that he had seen in the St. Louis market, but—Judsonia, Ark., shipped 20,000 baskets that year and received good hard dollars for them, while Jefferson shipped no fruit and fed razor-back hogs with the surplus.

The writer settled in East Texas and found the social and commercial conditions essentially as outlined below: In the older towns a class of highly cultured people, owners of large holdings, more or less impoverished and feeling their way in a labyrinth of new problems and conditions. The cultivation of cotton had been their engrossing pursuit. In-



deed, it had been the only commodity, before the advent of the railroads, that could be exported from the country and be exchanged for money. The results of the Civil war disorganized the labor conditions essential to raising cotton. It was soon found that hired negro labor was so utterly unreliable that farming would have to be carried on at a loss. Nearly a decade passed before the black laborer realized that freedom did not mean unrestrained idleness, but that continuous labor was necessary in order to live at all. The laborer became a tenant, and the owner of the land supplied him with the live stock, implements and provisions necessary to raise a crop. The landowner mortgaged his surplus lands and the prospective crop, to enable him to maintain his tenant, who generally was an utterly ignorant, idle, shiftless negro, or sometimes a poor white of the same caliber. Long credit was the rule in nearly all commercial transactions and from the mortgage system in vogue, there grew up a class of merchants, compared with whom Shylock was an angel and a prince of benefactors. Within two decades a condition had arisen, under which the greater part of the agricultural population was apparently hopelessly in debt.



Under such conditions, and under the terms of the crop mortgages, it was quite natural that the land should be worn out by continuous cropping and that barely anything else than cotton was produced. The cultivation of the same crop year after year, and the total absence of fertilizers gradually brought the yield below the average, and the returns per acre became far less than in other localities producing similar crops. The supplies obtained from the merchants were generally scant in quantity and poor in quality. While the country was capable of producing food stuffs in the greatest profusion, the average renter had the poorest table in the land; his habitation was rude and void of comfort of any kind; and his live stock underfed and practically worthless. Land was a drug in the market and almost unsalable at any price.

This condition might have continued indefinitely had not the railroads brought in new settlers and new money. The newcomers raised cotton without a mortgage and found it fairly remunerative. The first fruit fair at Tyler, Tex., made plain what the country was capable of, but progress was slow. Then came the great depression in the price of cotton and the sole basis of credit became unstable. The merchants would no longer extend credit and then began the "hog and hominy" campaign of Texas. The East Texas farmer was compelled to change his methods. It became necessary to get the living from the farm instead of from the store in town. The family smoke-house became fashionable and the razor-back was gradually replaced by a better hog. Cornmeal was made again at home and the much neglected poultry yard received better care. Those that had small orchards on their farms tried to find a market and succeeded. Others produced vegetables

for shipment north and likewise found a market. The quantities shipped were small, generally handled by the express companies and by commission merchants and the margin of profit was at the minimum, yet it paid better than cotton. The goods found a ready sale in the northern market and the business grew. Individual effort was in time supplemented by organized co-operation and fruit growing and truck raising were put upon a commercial basis.

From Tyler, Tex., the beginning point, the industry spread in all directions and the practical results of its development have been wonderful. The fruit and truck growing industry has proven itself a mortgage lifter par excellence. The farmers that engaged in it paid up their debts, have money in bank and sleep well o' nights. Their crops bring them money nearly every month in the year and they buy for cash when and where they please. They need no credit and they ask for none. A savage requires a hundred thousand acres from which to secure his living, a shepherd or a cattle raiser requires ten thousand, a grain or a cotton grower not less than a hundred, but the truck farmer can make a living on ten and a competence on forty. The exigencies of commerce demand concentration and so the fruit-growers and truck farmers live in well settled colonies and their lands are worth from \$15 to \$50 for unimproved and \$100 to \$200 per acre for bearing orchards. The old weather-beaten shacks that served for homes for cotton raising tenants have been replaced by the well built cottages of fruit growers, and with them came good fences, first-class live stock and poultry, good roads, etc., etc. The towns have grown apace and new arrivals have filled the vacant places. The credit merchant is still there, for the cotton growing tenant has not



been entirely eliminated, but there are plenty of cash stores and banks that were not there before. The fruit grown formerly as a home convenience has become a commercial commodity of very great value and for the proper handling there have been provided ample facilities in the way of cold storage houses, packeries, canneries, evaporators, preserving factories, vinegar factories, etc., in which are employed thousands of people, to say nothing of thousands of others engaged in the manufacture of fruit packages and the transportation of the goods.

The railway companies, ever alert for new sources of revenue, took an active interest in the development of the industry at an early day and quick and easy facilities were provided for the expeditious handling of these crops. The Kansas City Southern Railway, during the shipping season runs a daily fruit and truck train from Texas to Kansas City on passenger service time, delivering the perishable goods in fine condition within 24 hours after shipment.

Only a comparatively small proportion of Texas is suitable for the commercial production of fruit and truck.

Other crops yield well in the state at large as may be seen from the following figures:

Cotton crop, 1880, 805,284 bales; 1900, 3,508,868 bales.

Corn crop, 1880, 29,065,772 bushels; 1900, 97,475,560 bushels.

Wheat crop, 1880, 2,567,737 bushels; 1900, 18,750,500 bushels.

Fruit trees, 1890, 5,857,528; 1900, 11,036,196.

In the matter of small fruits, 2,394 acres were devoted to blackberries, 1,361 acres to strawberries and 149 acres to other small fruits, yielding in the aggregate 212,872 crates of 24 quarts each, worth at \$1.50 per crate, \$319,308. The quantity of fruits and vegetables shipped from Texas during the year 1902 and coming principally from stations on three railroads in Texas is given as follows:

Peaches 1,280 cars, value \$576,000; tomatoes 1,159 cars, value \$469,395; potatoes 1,406 cars, value \$355,560; watermelons 917 cars, value \$91,700; cabbage 226 cars, value \$10,170; cantaloupes 164 cars, value \$57,400; berries 171 cars, value \$153,900; onions 34 cars, value \$10,222; beans 34 cars, value \$8,500; cucumbers, 25 cars,



value \$9,750; pears 11 cars, value \$6,600; plums 6 cars, value \$5,400; apples 3 cars, value \$2,700; mixed cars 221, value \$44,200; by express, 250 cars, mixed, value \$70,000. Total 5,907 cars, value \$1,871,497.

The fruit and truck produced on the line of the Kansas City Southern Railway is greater in variety for the reason that this railway traverses a greater range of production. The shipments from some forty odd stations were as follows:

Apples 2,416 cars, or 483,200 barrels, value at \$2.50, \$1,208,000; peaches 127,958 crates, value \$76,774.80; strawberries 182,251 crates, value \$182,251; potatoes 1505 cars, value \$602,000; cabbage 37 cars, value \$5,550; melons 2 cars, value \$200; cantaloupes 15 3-4 cars, value \$6,300; mixed cars 50, value \$15,000; chickens 1,971,408 lbs., value \$108,427.44; turkeys 5,340, value \$5,340; eggs 102,864 cases, value at

\$3.75, \$385,740. Total value, \$2,595,583.24.

The industry is developing at an astonishing rate, there being a great increase in the acreage devoted to commercial truck. The apple and peach trees planted during the winter of 1902-3 will probably exceed one million. In several localities very large commercial orchards will be planted during the winter of 1903-4. Thirty-one fruit and truck growers' associations who handle their own product in a commercial way have been organized at as many railway stations in Missouri, Arkansas, Texas and Louisiana. The possibility of producing more than the market can consume is in these days of cold storage plants very remote. As the rate of progression in the maturing of fruit is about one day later for every twenty miles northward, there is very little danger if any of interference with one another in the market.



MISSOURI GOBBLERS.

## Kansas City, Mo., As a Produce Market.

As a consumer of fine fruits and vegetables Kansas City, with its population of over a quarter of a million, is very well and favorably known to all who grow or handle in a commercial way the products of the orchard, the truck farm, the dairy or the poultry yard, but as a distributor of produce the city stands without a rival in the United States. "If you want to buy or sell produce, go to Kansas City" is heard as often on the shores of Lake Michigan as it is on the Gulf

Coast. The facilities for the expeditious handling of perishable commodities, the available means for extra rapid transportation to and from Kansas City and the moderate freight rates under which the business is done, have made it the most desirable point for handling produce in bulk, or for subdividing and reshipping. The already established routes for produce transports are extensively used for consignments destined to other cities for the sake of economy and time





STOCK YARDS AT KANSAS CITY, MO.

saved in transportation and handling.

By reason of the fortunate location, Kansas City practically has two seasons in the year for its produce business, that is to say: from February to July the greater part of the commodities handled come from the South and are distributed northward, and from July to February they come from the North and go southward. Nearly all produce growing localities are great buyers as well as sellers of produce, and the town that ships extra early potatoes and cabbage in the spring can be counted upon to buy liberally of the same commodities during the fall and winter months.

Kansas City receives its supplies from all points of the compass and much of them are here reloaded and shipped in all directions. Canada, Virginia, Wisconsin, Colorado, Minnesota, Kansas, California, New York, Arkansas, Texas, Missouri, Louisiana and other states contribute and also receive their share of produce by way of Kansas City. Of apples, potatoes, cabbages and onions the city handles greater quantities than any other market and in the traffic in poultry, butter and eggs is not far behind the best.

The import of eggs alone in the Kansas City market amounted to 512,721 cases or 15,381,630 dozen, worth @12½ cents \$1,924,703.75.

Among the principal items handled are the early Irish potatoes from Texas and the Arkansas river valley, and the late potatoes from the Kaw valley in Kansas, from Colorado and from Michigan. The gross quantity handled will exceed six thousand carloads, of which about one-half come from the Kaw valley. This commodity would represent a money value of approximately \$2,400,000.

Of the fruit, the extra early summer apples from North Texas and the fall and winter apples from Southern Missouri and Northern Arkansas predominate in the market. About ninety-five per cent of the Ozark apple crop, worth about \$10,000,000, is handled in Kansas City, the daily local consumption being about five cars per day and the reshipments to the surrounding country twenty-five cars per day, without regard to the through shipments to other cities by way of Kansas City. About seventy-five per cent of the peach crops of Arkansas and Texas are handled here likewise.



SWIFT & CO. AND CUDAHY PACKING HOUSES, KANSAS CITY, KANSAS.



THE SCHWARZSCHILD & SULZBERGER PACKERY, KANSAS CITY, MISSOURI.



The Missouri fruit industry, most largely in apples, has grown to sixty times the extent it was fifteen years ago, and so far as the sale of the product is concerned, there could be to advantage fifty trees where there is one now. Ten years ago Missouri fruit ranked twelfth on the list. In 1897 it was the first in value and quality. The foreign demand for Missouri fruit is constantly increasing, the apples, particularly, being very popular in Germany.

Onions and cabbages are handled in very great quantities, the supplies being derived in early spring from Texas and in fall and winter from Wisconsin, Minnesota and New York. The local consumption and export of sweet potatoes is about three carloads per day, coming according to season from Texas, Arkansas, Kansas and Virginia. Beets, turnips, rutabagas, lettuce, spinach, beans, carrots and miscellaneous truck come from as far north as Canada and from the coast country on the Gulf of Mexico. Cantaloupes in large quantities come from the coast country in Texas, from Southern Arkansas and from Colorado and the consumption is very large. Watermelons are all from the South and during the season there are handled in Kansas City some 750 carloads.

The poultry, egg and dairy business done at Kansas City is enormous. Of the poultry receipts the figures are not at this writing available. The Kansas City Southern Ry. brought in about two million pounds from its

own line and this would represent only a very small part of the total. The butter shipments from Kansas City amount annually to 2,000 carloads and the egg shipments to 4,000 carloads of 400 cases of 30 dozens each. The aggregate business done runs into the millions of dollars and embraces every product of the orchard, truck farm, apiary, poultry yard and dairy made or grown anywhere on the American continent.

In this connection it may not be out of place to make some mention of the meat packing industry of Kansas City. It began as a business about 1868 and in 1870 there were two packeries, with an annual capacity of 21,000 cattle and 36,000 hogs. In 1887 the number of cattle killed was 160,290 head and of hogs 1,889,054 head. In 1902 the number of cattle slaughtered was 1,200,000, that of hogs 2,260,000 and of sheep 740,000. The yearly output of the packing houses exceeds in value \$100,000,000 and over 45,000 carloads of fresh meats and packing house products are shipped annually. The packing houses cover a quarter section of land and represent an investment of \$30,000,000. During 1902 the grain imports have been 50 million bushels, 1,000 miles of railway have been added to the city's mileage and 2,000 miles more are in construction. Ten new houses are built for every day in the year and the real estate transfers for 1902 amount to \$20,000,000. The bank clearings for 1902 amounted to one billion dollars.

## The Art of Raising Irish Potatoes.

It is hardly necessary to state that the Irish potato is not an Irish invention at all, but was cultivated by the American Indians a thousand years or more before St. Patrick discovered Ireland. As a matter of fact the original wild potato grows all over the mountains of Old Mexico and New Mexico, and from this wild plant all the domestic varieties have been derived. It was cultivated in company with beans, pumpkins, corn, tobacco and cotton ages ago by red skinned farmers, who still grow them.

The cultivation of the Irish potato is an important branch of husbandry on the Kansas City Southern Railway and some 1,500 to 2,000 carloads pass over the line from stations thereon. The details incident to the cultivation of the crop vary with almost each individual, whose observations and ex-

periences have prompted him to pursue one method or another. As long as he gets the potatoes it does not matter much whether he cultivates one way or another. It doesn't hurt, however, to know how others grow theirs and sometimes a pointer or two can be put to practical use. Potato growing near Greeley, Colo., has been eminently successful and profitable. The writer, while in that section for several months, made a study of the business and his report follows:

The Colorado spud grower is a man who has had the experience of twenty years to draw from, and no one familiar with this section has any doubt about the success obtained.

The prime essential, from a Colorado man's point of view, is good seed. Seed is renewed here every two or three years, and new seed is regularly

imported from Minnesota, Wisconsin, New York, and other states, and a good price is paid for it. Inferior seed potatoes, culls, scullions and runts are shipped to Arkansas and Texas, where people want cheap seed and get what they pay for.

For early potatoes, the Greeley folks plant Rose Seedling and Early Ohio, which are ready for harvest during the middle of August to September first. Late standard varieties preferably planted at Greeley are the Pearl, Mammoth Prolific, Rural New Yorker, Carmen No. 3, Magnum Bonum, all white varieties, and Rose Seedling, Queen of the Valley and Maggie Murphy, red varieties.

The method of planting is as follows:

Given that the grower has the land, the implements, tools and necessary live stock, and cultivates forty acres in potatoes.

Plowing begins about May 10th to May 15th, and costs per acre from \$1.50 to \$2; per forty acres sixty to eighty dollars. The difference in cost depends upon the plowing under of the alfalfa used to enrich the soil. It is done about every third year, manure being added the other years.

The same day plowing is done, the field is leveled with a drag so as to pack the soil, smooth it down and retain the moisture obtained from the winter's snows. The drag is usually a log so arranged as to be easily handled, sometimes a lumber contraption is used, which will answer the same purpose. Harrowing is not necessary in old, mellow soils. The leveling costs from twenty-five to fifty cents per acre; on forty acres, \$10 to \$20.

Planting should be finished by the 10th or 15th of June, and begins three or four days after plowing and leveling. The machines generally used require four horses and one man, and if the ground is not too loose, will plant ten acres per day. The man gets \$1 per day and board, and the work of the four horses is valued at \$2 and fodder. The planting of the forty acres will cost \$12.

From 400 to 500 pounds of seed are used per acre, valued at \$1.50 per 100 pounds. The seed costs \$6 to \$7.50 per acre, or \$240 to \$300 per forty acres. Cutting the seed costs seventy-five cents to one dollar per acre, or \$30 to \$40 per forty acre tract. There are several seed cutters in use, but farmers generally prefer to have this part of the work done by hand. Some judgment is required to properly cut seed and the machine is not endowed with that commodity.

After all this has been done comes the cultivation. Three or four days after planting, use two-horse cultivator and ridge the dirt over the planted rows. About five or six acres can ordinarily be cultivated per day. The cost is about twenty cents per acre, or \$8 for forty acres. The spacing of the rows and the plants in the rows is all done by the machine. If the driver is sober, and Greeley is a prohibition district, the rows will be straight.

When the young potatoes break through the ground they are harrowed lightly so as to break the crust on the ground. This operation costs about eight to ten cents per acre, about four dollars for forty acres. After the young potato has survived all this and is an inch high, it is cultivated deep to keep the soil loose and to discourage weeds. This costs from ten to fifteen cents per acre, or from \$4 to \$6 for forty acres. After this and before it gets into bloom, it is cultivated three times, costing forty-five cents per acre, or \$18 for the forty acres.

When in blossom the potatoes are ditched, that is to say, the earth is thrown toward the vines and a shallow ditch left by which the crop can be irrigated. Some varieties of potatoes have a tendency to set their tubers near the surface of the ground, and the ditching is necessary even when irrigation is not employed. This operation costs fifteen cents per acre, or \$6 for forty acres.

Next, the crop is irrigated and cultivated twice, which costs twenty cents per acre, or \$8 for forty acres.

The farmer can now go a fishing for a week, or go to the mountains and cut fuel for his winter's supply. The crop will be ready for harvest about the end of October.

The digger, of which there are several kinds, requires four horses and one man, and will cover ten acres per day. If hired it will cost the farmer \$6 per day; using his own machine, it will cost him about \$3 per day, that is, estimating the value of the work of his horses and the man on the machine. This means an outlay of money, or its equivalent, of \$12 to \$24 for the forty acres. Following the digger is the sorter, operated by a man and horse, worth a dollar a day each, or \$8 for the forty acres. This sorter is a sort of rocking screen which separates the culls and scullions from the merchantable potatoes and puts them in separate sacks.

Then men must follow the digger to pick up the potatoes in baskets and run them over the sorter. They have to hustle for their money and get \$1.50



per day, which on forty acres means an outlay of \$46. Next come two teams and two men to sew up the sacks and haul them to the dugout, warehouse or railroad station. Teams and men get \$2.50 per day, or \$10 for the forty acres.

Summing up, we find that the Colorado potato grower tackles a serious proposition when he puts in a crop. He puts up in labor, material and cash on forty acres:

Plowing .....	\$ 60 to \$ 80
Leveling .....	10 to 20
Planting .....	12 to 12
Seed potatoes .....	240 to 300
Cutting seed .....	30 to 40
Six cultivations .....	34 to 38
Ditching .....	6 to 6
Irrigating and cultivating twice .....	8 to 8
Digging .....	12 to 24
Sorting .....	8 to 8
Ten pickers .....	46 to 46
Two teams and two men for hauling .....	10 to 10
Total .....	\$476 to \$572

The yield obtained varies from sixty sacks per acre to one hundred and twenty sacks, each sack containing one hundred and twenty pounds. The yield, therefore, would be from 120 bushels or 7,200 pounds, to 240 bushels or 14,400 pounds per acre, or 288,000 to 576,000 pounds for the forty acres. Prices vary considerably, seldom going under 50 cents per 100 pounds, or over \$1.35 per 100 pounds at Greeley. At 50 cents per 100 pounds, the money yield would be from \$1,440 to \$2,880, and at \$1.35, the current price, \$3,888 to \$7,776 per forty acres.

The implements commonly used are one stirring plow, \$15 to \$20; potato planter, \$60 to \$70; cultivator, \$15 to \$18; digger, \$100; sorter, \$20; scoop, \$1.75; wagon and harness, \$75 to \$100; sacks, per 1,000, \$42 to \$50; four good horses, sometimes five; dug-out to store potatoes, 3,000 to 4,000 sacks, \$50 to \$150.

## The City of Lake Charles, Louisiana.

Lake Charles, the queen of the Louisiana rice belt, is one of the Southern terminals of the Kansas City Southern railway. Lying in the heart of one of America's finest long leaf pine forests, it is naturally the home of a number of large lumber corporations. But while the manufacture of lumber forms its chief industry, it does not stand alone in importance, for the famous Calcasieu rice, the culture of which is carried on all over the parish, finds its way to the world's markets through Lake Charles. The development of the oil fields of the parish also has an important bearing on the commercial life of the city.

Lake Charles is the third city in point of commercial activity in the State of Louisiana. It lies on the east bank of Lake Charles (whence it gets its name), 218 miles west of New Orleans, and 749 miles south of Kansas City. The present population is 12,000 and is steadily being augmented by the coming of settlers from all parts of the country. Large corporations are also being attracted here.

It has three railroads, the Kansas City Southern, with its handsome depot, complete service and modern improvements, the Southern Pacific

and the St. Louis, Watkins & Gulf; three national banks, the Calcasieu National, the Lake Charles National and the First National, all domiciled in handsome, modern structures, control the local banking business. Three modern equipped machine shops, three large brick yards, two wood-working establishments and three large rice mills form a part of the city's industries. There are eleven lumber mills, ranging in capacity from 15,000 to 200,000 feet per day. Besides the local mills, dozens of others within fifty miles of Lake Charles contribute their share of the lumber business.

The local mills, including the two of the Bradley-Ramsey Lumber Company, the J. A. Bel Lumber Co., Lock-Moore and Company, Perkins & Miller, J. G. Powell, the Hodge Lumber Company, the Lake City Lumber Company, the J. C. Stout, the Norris and the John H. Poe mills, shipped 250,000,000 feet of lumber last year. Much of this was sent to the Northern markets, while a large part was exported to Europe and other foreign countries.

These mills have large timber land holdings, and the combined acreage of all of them aggregates many thou-

sand acres. Tram roads have been constructed to reach the pineries, cutting across the forest in a hundred different directions, forming a veritable local railway system. After the removal of the merchantable timber large areas of land will become available for agricultural pursuits.

Many thousands of acres of land considered to be of little value in former years, have been, within the past five years, converted into rice farms. This branch of agriculture has proved itself extremely profitable and has warranted the construction of great irrigating canals, aggregating in length hundreds of miles, and also warranted the use of the most modern machinery, ranging from enormous pumping plants to field threshers and immense rice mills. The crop produced last year was over half a million sacks of rice, nearly all of which was milled in the local mills. The lands used for this purpose have been mainly the coast prairie lands devoted formerly to pasturage. Some of the timber lands now being cut over will be in time available for the same purpose and much of it will prove valuable for raising cotton, cane and commercial truck.

Oil, one of nature's bountiful mineral products, has been discovered within twenty-three miles of Lake Charles, which is situated thirty-five miles west of the famous Jennings

fields, and twenty-three miles west of the new Welsh fields. Both these places are now recognized oil sections and Lake Charles is the nearest shipping point. Little oil has been shipped as yet, but it soon will be, and all oil, bound north, east and west, will be shipped by way of Lake Charles, thus adding another important feature to the city's commercial life.

Lake Charles is essentially a city of homes and a most pleasant place of residence. It has not grown large enough yet to make necessary the abolition of the flower garden and the well kept lawn. In the business streets are fine, large modern brick buildings, but the residence portion is highly attractive because the lots are large enough to admit of floral embellishments. The climate is balmy even in midwinter and even in February the gardens are gay with flowers. The natural scenery surrounding the city is beautiful, to say nothing of the placid lake on the banks of which the little city is built. Fine boating, hunting, fishing and bathing are the order of the day almost all year round. The hotel accommodations are good, the business men alert and wide-awake, the country surrounding the city and the city itself rapidly growing and a man looking for a new location or a place to spend the winter cannot go amiss by devoting a few weeks of his time to Lake Charles.

## The Tomato.

When the Spaniards made their first settlement on the American continent they found already in cultivation, among a numerous array of many other products, the Irish potato, beans, cocoa, vanilla, Indian corn or maize, tobacco, the various kinds of batatas or sweet potatoes, pumpkins, bananas, pineapples and cotton. All of them had been cultivated for ages and Europe has been enormously benefited by the introduction of most of these new foods.

The tomato is a native of South America and more particularly of Peru and the Andean Region. The Indian name for it is "tumat," and the Spanish name "tomate." The Spaniards considered it the most valuable of American food products and in 1583 introduced it in Europe, where until sixty or seventy years ago it was known as the love apple and was considered a poi-

sonous weed and only cultivated because it was pleasant to look upon. The same idea was prevalent in the United States for a very long time. There is no record of a time when in South America the tomato was not an article of food. There is, indeed, no record of a time when it grew wild. The Spaniards found it in cultivation for food in Peru when they reached that country. It was first seen in England in 1596 and from that country spread over all Europe and North America. For years it was grown as a garden vegetable in all parts of the United States, but within the last twenty years it has become a very important commercial commodity. It is now produced in great quantity in all of the Southern states for shipment north in the earlier months of the year. Later on it forms the principal supply for the thousands of canneries scattered



throughout the country. The quantity annually produced is unknown to the writer, but East Texas alone shipped 1,159 cars during the year 1902, to say nothing of the quantity that was consumed by the local canneries. As to the cultivation of the tomato, Mr. T. W. Wade, who was instrumental in organizing the De Queen Canning Company, and who will supervise it during the coming year, offers the following valuable advice to tomato growers:

In planting seed use the Livingston factory tomato seed. Mix 1-3 New Stone, 1-3 Perfection, 1-3 Favorite, or in lieu of any of above use 1-3 Acme. All of the above are the Livingston variety. Burn bed (as in tobacco sowing), dig up same about 4 inches deep, work to a loam, sow in rows about 4 1-2 inches apart, make rows 3-4 inches deep, place seed so as to touch one another or about it, cover with about 1-4 inches firm dirt; weed them as you would other plants. If you cannot burn a bed, make bed in fence corner, garden or fresh land of good soil; make rows 6 inches apart; if ground is not rich give a surface dressing of fertilizer from hen roost, cultivate with narrow hoes, sow 1 1-2 ounces of seed to every acre you intend planting. In Missouri sow seed about first Tuesday in April. If plants are properly cared for will do to transplant about April 20th. Break tomato ground early and re-break just before transplanting, harrow well; mark off ground with marker about 4 1-2 feet apart each way, drop plants at cross and set with sharp stick as you would sweet potato or cabbage plants. If you have no season to set them, do not wait too long but set them by making a large hole, put in plant, fill in a little loose dirt, pour in about one gill of water, in a few minutes press the dirt around them; plants should be about 6 inches high when transplanted, the cultivation should be good and clean; do not cultivate after they get as large as guinea eggs. They should be picked as often as three to four times every two weeks.

One active boy or girl will pick all the tomatoes that will grow on  $3\frac{1}{2}$  to 4 acres of ground. The picker gathers tomatoes in basket or bucket and pours them in crates, which are made of laths of light wood, which hold a bushel. These crates are dropped from the wagon of the person doing the hauling on each side of down row, which is the row wagon is driven over; this row is the fifth row from the edge—after the first one it is every ninth row. Always drive over same row. When crates are filled the person hauling loads them in wagon and delivers them at factory; on his return he takes home his empty crates; distributes them as above. Always begin picking on one side and go over the patch before stopping.

Tomatoes begin to get ripe about the first of August, and ripen until frost, and will produce from 4 to 12 tons to the acre, owing to the land and cultivation; would advise you to plant in land of good rich loam, land that will grow good corn, (hazel and sumac land) little coves foot hill sides, small valleys that drain well, in land that corn will do well on, but don't plant in wet heavy land, good new land is the very finest, just clear off brush, break well, keep sprouts down, they do fine, make good crop first year. New land the first three or four years is excellent, as it is fresh and easily kept clean. This is the finest crop for orchard culture for first three or four years, it keeps ground mellow and moist, protects the tree from hot sun and does not shade top of tree as corn or other crops. The land gets better each year by growth of this crop, as it is equal to clover in this respect; it is a fine crop to prepare ground for grass.

Tomatoes are fertilized the same as any other crop; a little commercial fertilizer around each plant is excellent if ground needs it; use about 100 pounds to the acre. There is no crop that draws as little from land; it gets most of its formation from the atmosphere.



## Some Remarks by Uncle Ephraim.

"Well, nephew, it took you a long time to get here from Ohio. Thought I had written you seven years ago that the shortest line between Muskingum county and Arkansas was a bee line. Well, nine out of ten farmers are not happy if they can't buy a gold brick. You have yours, and if I hadn't bought a few I wouldn't be here now in Arkansas. You could have found out before hand that west of the 102d meridian the rainfall is too uncertain to rely on. You could have found out that the rainfall in that section comes and goes in cycles of seven years, in which there is one year of heavy rains, two just sufficient to make a crop, and four of drouth; that about the fifth year you will be dead broke and then will have to wait two years before you can unload on another sucker. Any tree in that region could have told the story. All you had to do is to note the rings of growth and you would have found three heavy ones and four light ones, alternating as far back as you want to go. Of course, you bought it from an Eastern trust company, who nowadays sell such lands but don't lend any money on them. They have been there before and have learned a thing or two. No, they don't sell them to Western men; it takes greenhorns from east of the Mississippi to buy such gold bricks.

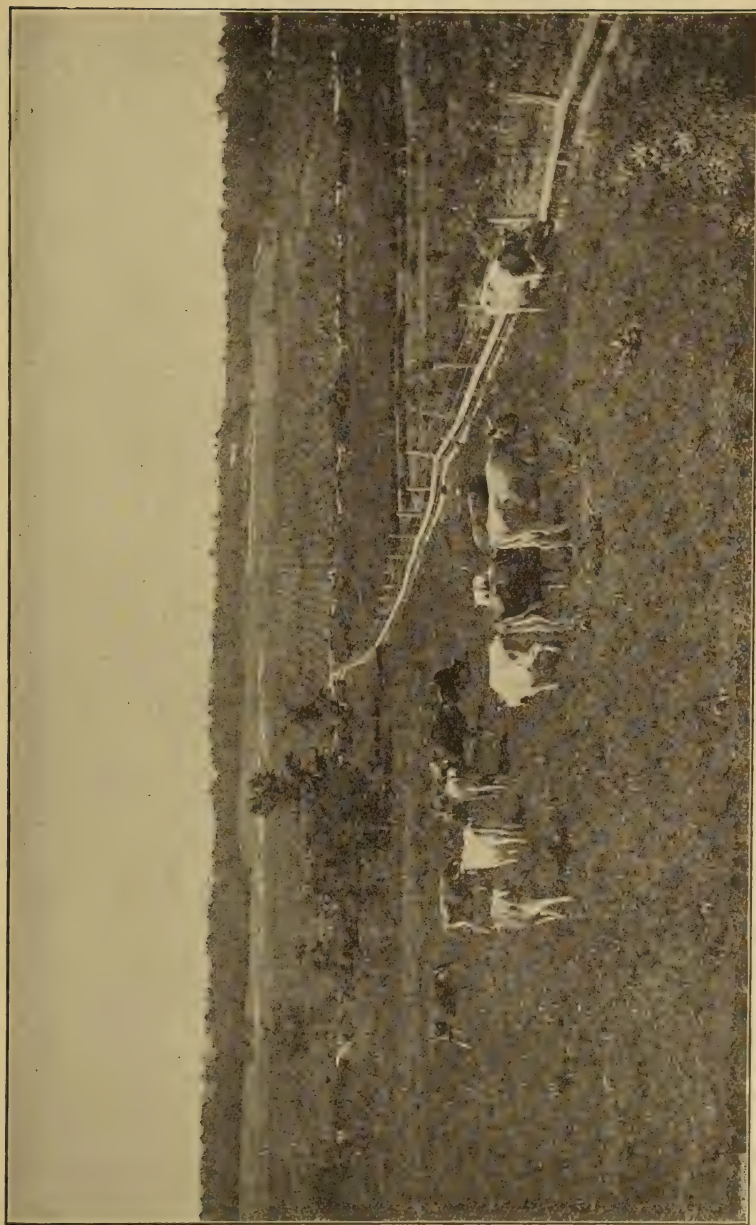
To you the land seemed cheap, but it was dear at any price, as thousands found out before you parted with your knee breeches. You paid fancy prices for your lumber, you paid more for fuel to keep warm than forty acres in grain would net, you had to stuff more feed into your cattle and hogs than they were worth and you were far enough away from any market to have the freight charges eat up the rest. Your Uncle Eph. has been there and knows all about it. You were lucky in being able to unload on the other fellow and get away. He will know more than he does now after a while and then he will be here likewise.

Oh, you had two fine wheat crops, did you? Well, what did you get for them? To plant your 100 acres cost you \$600. You got 22 bushels, worth 65 cents, that's 2,200 bushels worth \$1,430, less cost leaves you \$830, out of which you had to get your living,

pay taxes, fuel, etc., and raise besides forage for your live stock. You did that twice; the other two times you got half of that, and the other years barely enough to feed your stock and pay taxes, besides you had \$2,000 tied up in the land.

Now, here you could have bought 80 acres, say at \$5, which would have amounted to \$400. Timber is abundant and a good log house would have cost you your labor only. The fuel would have cost you nothing; if you make your fence yourself that would have cost you nothing except the time. An open shed would have sheltered your cattle and three-fourths of their subsistence they would have found on the range, as there is still plenty of open pasturage. Their winter feeding would not have cost one-fifth of what you had to pay. You could have planted twenty acres of corn and have harvested 600 bushels, worth at least \$300; you could have put in twenty acres in cotton, which would have given you ten bales, worth \$400, and an acre or two in potatoes or tomatoes or cantaloupes would have yielded from \$100 to \$200 more. You could have started 20 acres more in peaches on some suitable hillside. Say the trees would have cost you eight cents apiece, and 120 to the acre, say \$9.60 per acre, or \$192.00. The rest is labor which you can do yourself. In the third year that orchard should pay you 50 cents per tree, or \$1,200, and each year thereafter \$1 per tree, or \$2,400. You can do it, because a thousand others are doing it and are getting the returns. Why, there is not an orchard in the county near a shipping point that does not yield \$100 per acre net. You could have found that out seven years ago by a little inquiry. If you had had only \$500 instead of \$5,000 you would have been much better off now. You don't need a big farm. Put the same work on a small tract costing one-fourth per acre of what a prairie farm does and you will be several thousand dollars ahead of the game. Don't be discouraged; there's plenty of land here at your own price and three or four years good work will put you on Easy street. Now go and see the neighbors, talk it over with them and next week we will look for a farm."





STOCK FARM IN BATES COUNTY, MISSOURI.

## Some Health and Pleasure Resorts.

NOEL, MO. A very attractive little village in McDonald County. It is tucked away in a recess of the Ozark Mountains at the confluence of Mill and Butler creeks and the Elk or Cow-skin river. All these are clear, beautiful streams issuing from the Ozark range and are teeming with game fish. The surrounding scenery is magnificent. The City Hotel with fifty rooms is well equipped and good accommodations can be had for about \$5 per week.

WALDRON, ARK. This town is in Scott County and is reached via Heavener Junction on the K. C. S. Ry. It has some strong chalybeate springs and much attractive scenery. The Poteau River affords fine fish in abundance and turkeys, quail, deer, bears, foxes, cats and wolves can still be found in the forests. The Continental Hotel, Thompson House, Smith House, afford accommodations at the rate of about \$5 per week.

MENA, ARK. This is a pretty little city of 3,000 people in Polk County, having the surroundings and physical conditions of a first-class health and pleasure resort. The altitude is 1,500 feet and all year round the temperature is cool enough to make blankets desirable at night. Close by are the Bethesda springs, fifty-three in number, much resorted to by healthseekers. The principal hotels are Hotel Mena, the National and Metropolitan. The rates are moderate. There is good fishing in the Ouachita, Mountain Fork, Rolling Fork, Cossatot, Kiamichi and Boog Tugela rivers, and deer, bear and wild turkeys are still abundant.

SULPHUR SPRINGS, ARK. This locally famous health resort is situated in the northeast corner of Benton County, Arkansas, a few miles south of the Missouri state line and is distant from Kansas City 205 miles. The immediate surroundings, owing to the somewhat hilly character of the country, the numerous smaller water courses and the timber growth incident to the slopes of the Ozark range, are rather picturesque than otherwise.

Springs are quite numerous and the waters of several are credited with highly curative properties. The most noted among them are Chalybeate or Iron Spring, carrying carbonate of lime, magnesia, carbonic acid, soda and iron. Its waters are said to be beneficial in complaints peculiar to women and cases of general debility. The waters are credited with strong

recuperative powers. The Saline Spring carries in solution and suspense sulphate of soda, bicarbonate of soda, chloride of sodium, bicarbonate of magnesia, salts of lithia, stronthia, iron and carbonic acid gas. The waters are credited with favorable action in cases of stomach catarrh, sluggish liver, dyspepsia, constipation, gout and rheumatism. The White Sulphur Springs contain a large percentage of sulphuretted hydrogen, together with soda, magnesia, iron and sulphate of lime, and are used extensively for the relief of liver disorders, abdominal plethora, malaria, rheumatism, gout, tuberculosis, kidney troubles, etc.

There are three hotels in the town, with a combined capacity of 100 guests, the rates varying from \$3.50 per week to \$7.00 per week, the transient rates being respectively \$1.00 and \$2.00 per day.

SILOAM SPRINGS, ARK., has about 3,500 inhabitants and lies at an altitude of 1,163 feet above sea level. It has several very good hotels, a college, a public school system of high order and the usual complement of banks, stores, mills churches, electric light service, public water service incident to a town of its dimensions. It is a famous shipping point for fine fruits and poultry.

The scenery round about Siloam Springs is attractive in various ways, but its chief attraction is the abundance and purity of the waters of the numerous springs in and about the town. There are over twenty springs within the town, of which Twin Springs, Siloam and Seven Springs are considered the most valuable. The Dripping Springs, some nine miles from town, are much visited owing to their surrounding scenic attractions. The water of the Siloam Springs is apparently a pure, cold, free stone water, but there are claimed for it, and numerous certified, many permanent cures of chronic troubles, such as acute, muscular and inflammatory rheumatism, diseases of the stomach, such as dyspepsia, gastric catarrh, chronic catarrh, liver complaint, jaundice, malaria, skin diseases, nervous prostration, neuralgia, paralysis, dysentery, chronic diarrhoea and hay fever. For information concerning accommodations, etc., address Board of Trade, Siloam Springs, Ark.



## The Cotton Production of the Louisiana Purchase.

The white fields of the cotton states in the Louisiana purchase contribute not only their immense coffers to the agricultural wealth of the territory, but add not a little to its importance and strength in manufacturing affairs. Cotton milling, it is true, so far as the Louisiana purchase is concerned, is still in the early stages of a very undeveloped infancy, an immature period rich in promise of a splendid growth in the future, however, but in ginning, compressing and the manufacture of various products from the once despised but now entirely respected cotton seed, it ranks well with any other section of the Southern country.

So far as the gins are concerned, their number in the Southern states of the purchase territory is as the number of leaves in the forest, and the number of persons finding employment in them runs up into thousands and thousands. The number of compresses is almost as great, for nearly every gin in these states, at least, is also equipped with compress machinery of some kind. An industry such as ginning and compressing, so closely in touch with cotton growing, depends entirely for its life upon the yield of the fields, and its progress is regulated entirely by it. It is an industry that has been in existence since cotton has been grown in the purchase, and in one stage of development or another has kept pace with the increase or diminishment of the cotton area. If the yield is large and the price good more gins and compresses are in operation and a better price for the work is generally received. If the yield is small or the price of cotton low the planter's nearest neighbor in the industrial line must suffer accordingly. The number of gins and compresses in the Louisiana purchase today cannot be correctly estimated, but the number of employees is said to be about 12,000 and recent statistics place the capital invested in them at a trifle over \$20,000,000. The compresses range all the way from the little steam affair having a capacity of only a few bales a day to the immense round-lap compresses operated by a company which has a capital stock of \$7,000,000 and turns out with its few compresses, hundreds of bales daily.

Cotton ginning is not generally un-

derstood by people not living directly in cotton countries. The name has a magic sound, almost a romantic tinkle to ears not strictly Southern. Yet it is a comparatively simple and decidedly prosaic process. The name means literally to press or trample upon, and that gives an idea of just how the cotton is treated. The raw product from the pickers' bags is placed in a hopper, along which it is carried by a feed board, very similar to those used in flour mills for carrying the wheat from one crushing machine to another, to a wheel known as the picker, which throws it over into the gin chest, where it is hurled against circular saws placed closely together and by them the cotton is torn apart, the larger seed is unable to pass and falls into a receptacle below. The cotton is caught on the teeth of the saws and is removed by a large cylindrical brush moving in the opposite direction. A current of air blowing against the cotton as it is removed by the brush wafts the lint, as the torn cotton is now termed, into a flue, whence it passes to a condenser, while the remaining seed and much of the foreign substances drop below. The lint is carried along the flue and blown against the condenser, a large cylindrical screen, on which it sticks, while another current of air entirely cleans it of dust and dirt, which is carried out below and at the sides, while the lint is scraped from the moving screen by a batten roll and is ready for the compress.

In a compress the cotton is simply pressed into bales by steam or hydraulic presses. The prevailing form of the bale is the oblong, with which we are so familiar, though the round bale is coming much into vogue. In a steam mill the bale usually receives a pressure of about 40 pounds to the square inch, but owing to the expansion the bales as shipped represent a pressure of only about 20 pounds. In the round-lap bale process the cotton is not pressed in one large mass, very much like a brick, but is wound in thin strips around a steel core, each strip being subjected to a pressure of about 60 pounds by a series of gradually receding rollers. When removed from the press it represents about 30 pounds pressure, mayhap a trifle more, and is therefore more nearly ideal for shipping purposes. S. E. T.

## Sebastian County, Arkansas.

The general character of the country surrounding Fort Smith is essentially as described below. Northward from Fort Smith and extending into Crawford county, Ark., the country is undulating and mountainous. East and southward it is more level and contains considerable prairie land. To the west is the Indian Territory, (Choctaw Nation) where the land meets every requirement. We find there rich river bottoms, upland and prairie land, heavy and light soils. There is considerable variety in the soils of both the state and territory, but almost all soils produce well. The river bottoms are very productive and are suited to a great variety of products; the uplands are equally good for certain varieties of crops and better than the bottoms for others. The yield is usually larger on the bottom lands but the crops are occasionally damaged by overflows as happens elsewhere. Much of the country is rolling or undulating, but smooth enough for agricultural purposes. The prevailing soils on the uplands are red, chocolate colored and dark sandy loams.

The prairies are fairly well grassed, and the cultivated grasses yield very fine results, especially so the different varieties of clover. Bermuda grass makes an excellent pasture and promises to be for this country what blue grass is for Kentucky, Missouri and Kansas.

The average size of farms is about 80 acres in Sebastian county, though nearer Fort Smith perhaps thirty acres would be the average size of the ordinary holdings. The value of land ranges from \$5.00 to \$15.00 per acre, three to five miles distant from any fairly large town; close to town, especially such places as Fort Smith, values range higher, say from \$15.00 to \$35.00 per acre. Farms somewhat distant from towns can generally be purchased by the payment of one-fourth or one-third in cash and the balance on long time. Near the towns the terms of sale are more stringent and the cash payment larger.

The principal crop grown is cotton, of which about 50,000 bales are annually sold in Fort Smith. Corn, wheat, oats, tobacco and Irish potatoes are very important and profitable crops. Truck growing has become a very profitable business and is carried on in summer and winter. The farmers near the railroad usually have

a few acres in strawberries and small fruits. The average yield of cotton per acre is about three-quarters of a bale and its value ranges from \$20.00 to \$50.00 per acre. The yield of potatoes: first crop, 200 bushels per acre, average value, \$140.00; second crop, 100 bushels per acre, average value about \$50.00. Corn averages 40 bushels per acre and averages thirty-five cents per bushel. Orchards are very numerous within easy reach of Fort Smith. Peaches are grown extensively, though in the higher altitudes apples yield a very fine fruit. Small fruits yield extraordinary financial results. Strawberry culture has become one of the greatest fruit factors in this section of country and the shipments of berries have reached 200 car loads in one season. The fruit crop is seldom a failure and so perfect is the product, that Sebastian county has secured the premium upon apples in every contest in the Great Expositions such as the World's Fair at Chicago, Philadelphia, Paris, and all other points where they were entered for competition.

The prevailing varieties of timber are the oak, cottonwood, yellow pine, ash, hickory, together with many others. Some of the native timber enters largely into the manufacture of furniture, lumber and building material, etc., at Fort Smith.

The other natural resources are abundant at Fort Smith, which lies in the center of a coal area some 30,000 square miles in extent. Slack coal, used for factory purposes entirely, is delivered at 75 cents to 90 cents per ton. It is a semi-anthracite coal of excellent quality and about 486,000 tons are annually mined. Brick and fire-clays are very abundant and great quantities of tile, sewer piping and vitrified brick are manufactured and shipped to other towns. A superior potter's clay is found in great quantity in the southern part of the county. Among the building stones, are a first-class sand stone, a beautiful granite and a very fine marble all within a few miles from the city.

The country round about Fort Smith is healthful in every respect and is a very desirable place of residence. Living is cheap and there are excellent markets for all kinds of farm products as there is a large manufacturing population at Fort Smith, and extensive coal mines in the southern part of the county.



## Amsterdam, Bates County, Missouri.

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This is a lively little business town in Bates County, on the line of the Kansas City Southern railway. It has about 1000 inhabitants and is surrounded by a rich and prosperous farming country, which is admirably suited for dairy as well as for raising general crops. Corn and hay are produced in great quantity and the former sometimes yields as much as 85 bushels to the acre. The buildings in the town are substantial and a new twenty-room brick hotel has just been completed. There are two coal mines

in operation near Amsterdam and the whole region is said to be underlaid with coal. The schools are excellent. Among the local institutions are two churches, a commercial club, a large general store, a newspaper, lumber yard, several hardware, grocery and implement houses, a poultry buyer, a hotel and the usual complement of artisans and tradesmen incident to a town of its dimensions. Lands range in value from \$15 to \$75 per acre and are being rapidly purchased at these figures.

## Howe, Choctaw Nation, Indian Territory.

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This little city of about 2,000 people is in Sugar Loaf county, Choctaw Nation, at the crossing of the Kansas City Southern and the Choctaw, Oklahoma & Gulf railways. The country surrounding it is open prairie, limited in area by the Sugar Loaf mountains, and is very rich in coal deposits, which are being worked on an extensive scale. The soil is very fertile and suitable for general farming as well as for raising stock and for fruit growing, for which the coal mining industry furnishes a good local market.

The manufacture of coke is a great industry here and is constantly increasing in magnitude. Public health is always good, there being excellent water in abundance and no local causes for disease. Building material is abundant and cheap. As the Choctaw Indians are now rapidly acquiring their allotments there will be in a little while a large acreage available for lease and as an agricultural proposition the country offers many attractions to homeseekers.

## Some Louisiana Statistics.

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The Louisiana department of agriculture which is now preparing its annual report, has obtained from the assessors, the U. S. Census Bureau and from private sources, the following information:

Total number of acres of land in the state exclusive of lake beds bayous, streams, etc., 25,326,470. Total number of acres in cultivation throughout the state, 4,506,484. Total number of acres in timber land, 15,043,685. Total acres in pasture, marsh and meadows, 5,416,507. Total capital invested in mechanical and

manufacturing industries, \$114,504,352. Amount of capital invested in irrigating plants, \$3,369,000. Number of miles of irrigating canals in the state, 881. Estimated cost of irrigating canals, \$2,236,000. Number of cotton gins in the state, 1,658. Total capital invested in cotton gins, \$2,923,200. Number of rice mills in the state, 49. Capital invested in rice mills, \$3,780,500. Cotton seed oil mills in Louisiana, 54. Capital invested in cotton seed oil mills, \$3,493,000.

## "Nub" Holliday's Bad Night.

The labors of the day had been concluded, and the delegates to the great annual cattlemen's convention had adjourned for the day. Most of them were visiting friends or had gone to the theater, but in one corner of the lobby of the hotel sat six men chatting and telling stories. Drifting from one subject to another, the conversation finally resolved itself to a discussion of "jags." Three or four had related their experiences and created some laughter, when it became Mr. "Nub" Holiday's turn to say something.

"In all my life I have had but one and I got it here. Some that were with me said it was a load, but since then I have always been content to let some one else carry it. I got into the cattle raising business just twenty years ago, and a convention like this one gave me my first ideas of it. I was born and raised in a section of country where the pine trees grow taller and the grass grows shorter than almost any where else; where you can guarantee that a bishop, planted in the soil, will not come up on the resurrection day, but where, nevertheless, it is highly productive when it comes to cheap politicians, lazy negroes and razor-back hogs. Oh, yes, they raise some cotton, some corn, and fine peaches, also fleet horses, hunting dogs, coon dogs, dairy cows and sand fleas. The razor-back hog, which is thinner than vanity, can wriggle through a picket fence, can climb a tree and can run faster than an Afro-American, prospers there and so do the poultry, who, by dearly-bought experience, have learned to roost high in the thorny locust trees and stay there until daylight.

Our home was some twenty miles from the county seat, where my father, on his arrival from Georgia, had acquired a farm and a mortgage. It was a healthy mortgage and outlived both my father and mother. Only once it came near extinction. My father had saved and skimped for years to pay it out, and had enough money on hand, when the great prohibition campaign opened up. Father was an enthusiastic leader in it, and in company with a lot of other enthusiasts, smashed the two saloons at Tatums. A few months later the court decreed that he pay the damages, and the mortgage lived on undisturbed.

My early training was strictly religious, and I can say that I missed very few revivals or prayer meetings. Indeed, I had an ambition to become a clergyman, but this was not to be. After the death of my parents, I came here to look for employment, and the cattlemen's convention was just on. It was a Wednesday evening and I was just coming from prayer meeting when I met Whitfield, Grimsky and MacPherson, who had lost themselves and inquired the way to their hotel. As I was going in the same direction, I went with them, and when they reached their destination, they proposed that we all go to the theater. I didn't want to go, but they insisted, and fearing to offend them, I at last consented. The preacher at the prayer meeting was a fervid exhorter, and I remember distinctly that I was much impressed with his lurid picture of hell and the hereafter, and I suffered a slight twinge of conscience, for the theater had always been described to me as a place of iniquity and sin.

The play was Morrison's "Faust," with all its weird and uncanny accompaniments. It fitted the sermon as a glove does the hand. I was vividly impressed with it. To me at that time, it was not a play, but almost a tangible reality, and it will never become dim in my memory. After the play we returned to the hotel, but my new-found friends would not



let me go. We ate some lunch and drank what I then thought was a sweet, effervescent cider. It tasted very fine and I drank several glasses of it. What followed, I do not distinctly remember, but I do know that near daylight I found myself wide awake, quaking with terror and carrying the recollection of a dream, wild, drastic and so real that I would not voluntarily experience it again for all the wealth in the world.

I don't know how it was, or how I came there, but I found myself on the very top of an enormous soap bubble, around which were chasing each other at tremendous speed the most brilliant colors of the rainbow. My perch on this gorgeous but fragile globe was extremely precarious. It mattered not in what position I placed myself. I felt that I was constantly slipping from one side or the other, and was every moment in imminent danger of sliding down to the abyss thousands of feet below. How carefully I moved to avoid scratching the thin skin of my bubble, I can never say, or how long the agony lasted, I don't know, but it seemed interminable. On a fleecy cloud, fringed with a border of fire, sat Mephistopheles, his chin resting on his knees, his arms akimbo and a diabolic smile on his sensuous lip. In one of his hands he held an hourglass, in it a few grains of shining silver sand. "When this last grain has fallen your dazzling bubble will burst and you will join those below," and as I gazed downward through the now transparent globe, I saw the glaring forked flames shoot upward and amid them thousands of the imps of hell, cutting grimaces at me, twirling their pitchforks and dancing in devilish glee. Struggle as I might, I could not maintain my position. To dig my hands or feet into the globe I dared not for that would hasten its collapse. The grains of silver sand were falling one by one and there came a feeling of hopeless despair, followed by a burst of senseless fury. I sprang to a standing position and sliding erect to the equator of the bubble, swearing the foulest of oaths, I leaped into space and landed on the cloud. Mephistopheles slipped away with a discordant laugh and then I felt myself falling, falling, falling into space, past the ocean of fire, the dancing imps, beyond into eternity—and then I awoke. My fright had been awful, horrible; my heart was working like a trip hammer and I was bathed in perspiration. I dared not go to sleep again and laid awake until broad daylight.

MacPherson took me out to his ranch next day and I have done well. From that day to this I have never taken another drop of any kind of cider (and this was champagne, as I learned later on), or any other liquor, and I never will. It was my first, last and only "jag" and there never will be another.

F. E. R.

## Industrial Notes.

**AMSTERDAM, MO.**—Illuminating gas has been struck in some twenty places in and around Amsterdam. Among the wells now flowing are the Keeton well, 18,000 feet daily capacity; the two Ruble wells, capacity 20,000 feet; Geo. White well, 19,000 feet; Grider well, 25,000 feet; Ben Good well, 40,000 feet; Hallaway well, 25,000 feet; Houtz well, 28,000 feet; Dr. Brooks well, 20,000 feet and Grant Miller well, 18,000 feet capacity. A new well on the Olive place will average up with the others.

The stone in the granite quarry has proven to be much better than was

expected. The color varies from dark to pure white and can be quarried in any dimensions called for.

**NEOSHO, MO.**—The Armour Packing Co., of Kansas City, have leased the necessary buildings and have contracted for all the ice necessary for a large poultry dressing establishment. The necessary machinery will be rapidly installed. In connection with this enterprise the Neosho Ice Company has determined to erect a cold storage house which will require an outlay of \$75,000.

**JOPLIN, MO.**—The Joplin club, through its Manufacturers' Committee, is now organizing a flour milling company. The capacity of the new mill is to be 400 barrels per day. The cost of the plant will be \$100,000.

**GENTRY, ARK.**—A large amount of heavy machinery for the Gentry water-works plant has been recently received and is being put in place. The necessary piping is to follow soon.

**SILOAM SPRINGS, ARK.**—The Leavenworth Bridge Company has been awarded the contract for a steel bridge over the river at Fisher's Ford, the same to cost \$5,250.

**SILOAM SPRINGS, ARK.**—There have been shipped (1902) from this station 33 carloads of apples, which at 160 barrels to the car would give 5,280 barrels. By local freight perhaps 350 more were sent out. In the cold storage plant there are at this time 10,000 barrels and stored in other places enough to make the pack for the season run up to 20,000 barrels. The apples in storage are reported as keeping very nicely.

The peach shipments amounted to 40 carloads at 900 crates each and at an average price of 50 cents per crate will have yielded \$18,000.

**SILOAM SPRINGS, ARK.**—The Swift Packing Co., of Kansas City, has leased the Bratt building and will establish here a distributing point for its products, as well as for buying and dressing poultry.

**SPIRO, I. T.**—The Spiro Improvement Company, which acts as a commercial club for Spiro, has assessed its members for funds to pave two blocks in town, and is also making arrangements to condemn a certain tract of land for a reservoir site. The citizens have now received title to their town property and now there is a disposition to push the town for all it's worth.

**FORT SMITH, ARK.**—Fort Smith, which already is an important furniture manufacturing center, has now in sight another factory. The Commercial club is engaged in raising a bonus of \$6,000. The new plant will cost about \$30,000 and will employ from 60 to 70 persons.

**MENA, ARK.**—The Ben Strauss & Co. Meat Packing plant is quite a busy institution. One day's order comprised 500 pails of lard, 800

pounds of choice breakfast bacon and 15,000 pounds of dry salt extras. The packery affords a good local market for live stock raised in this vicinity.

Mr. Warren Lamon, of the Lamon-Leach Goat ranch, near Eagleton, reports that he and his associates are now planting 150 acres in apple orchard, 60 to the acre or in all 9,000 trees. The Ben Davis, Mammoth Black Twig and Gano are the preferred varieties.

The December receipts of cotton amounted to 646 bales. About 1,000 bales are yet to be marketed. The November receipts were 947 bales. The total receipts to date have been 2,817 bales.

**MENA, ARK.**—The Southwestern Slate Co. have ordered a large consignment of slate and quarry machinery, and in addition to the regular slate industry will manufacture fine brick and paint from the slate refuse at the mill.

**WINTHROP, ARK.**—A Fruit and Truck Growers' Association has been organized here. R. F. Hamlin, president; W. A. Black, secretary.

**DE QUEEN, ARK.**—The Fruit and Vegetable Growers' Association have secured the erection of a canning factory and likewise a pickle salting station and have made contracts to produce 65 acres in tomatoes and 50 acres in pickles. It is thought that 400 or 500 acres will be contracted for before the season opens.

**SHREVEPORT, LA.**—The capital stock of the Shreveport Ice and Brewing Company, \$240,000, has been subscribed in full, which will enable the company to erect one of the largest breweries in the country.

**SHREVEPORT, LA.**—Two companies have made application for franchises to construct and operate electric lines from the city to the suburbs. The one line is to connect West Shreveport with the city and the other proposed line is to run to Jewella, La.

**LAKE CHARLES, LA.**—The big sugar refinery at this point is now in full operation and is turning out 5,000 tons of refined sugar per day. Sugar cane is now coming in at the rate of sixteen carloads per day. About seventy-five men are kept busy day and night in the refinery.

The Geiser Manufacturing Company has established a branch house here for the more expeditious handling of rice machinery.



**ORANGE, TEX.**—Arrangements are being made by the Board of Trade with parties from New Orleans for the erection of an extensive brick plant, which will mean an investment of \$20,000.

**ORANGE, TEX.**—The Progressive League of Orange and Judge A. Hatcher have signed a contract, under which the latter agrees to build and have in operation before January, 1904, a cotton mill of 15,000 spindles and 240 looms. The factory site will cover thirty acres and they will have the newest patterns of machinery in use.

**NEDERLAND, TEX.**—Mr. A. Burson in behalf of the Port Arthur Rice Milling Co. has purchased here 106 cars of rice, averaging 275 sacks of over three bushels per sack. He has also on hand 1,500 sacks in the warehouse, mostly seed rice. Up to date he has purchased 30,650 sacks. Mr. J. B. Peck, representing the Atlantic Rice Milling Co., of Beaumont, has purchased and shipped a total of 14,000 sacks. The grand total is 44,650 sacks for Nederland, to say nothing about the immense crop stored at the rice farm and the big McFadden farm two miles north of Nederland. The value of the crop handled at Nederland is \$150,000 and that delivered two miles on either side is probably as much more. The new acreage in rice for 1903 will be fully ten thousand acres.

**NEDERLAND, TEX.**—The first car load of ties for the new electric railway has been unloaded. Thirty other cars are expected to arrive in a day or two.

**PORT ARTHUR, TEX.**—The following is an exhibit of the shipping done at this port during the month of

January, 1903. The shipping for February will far exceed this in quantity and value:

Coastwise clearance, 9 steamships, 15,186 tons; 11 barges, 11,347 tons; 5 tugs, 611 tons. Total 25 vessels with net tonnage of 17,244. Foreign clearance, 3 steamships, net tonnage 6,523. Cargoes, coastwise, 15,879,967 gallons of oil. Cargoes, foreign, 64,000 bushels of wheat, 2,539,331 feet of lumber, 920,716 gallons of refined oil, 1,019,631 gallons of crude oil, 730,030 gallons of solar oil, 500 gallons of lubricating oil. Total oils, 2,670,937 gallons. Total vessels, 27. Total tonnage, 34,667. Value of foreign shipments, \$141,744.

The Stilwell Oil Company, who have bored a well 1,000 feet in depth near town, feel satisfied that they have demonstrated the existence of gas and oil near the city.

The plans and specifications for the new water works plant, the new ice factory, the electric light plant and power house have been approved and the contractors are now bidding for the construction of the same.

A company has been formed and will immediately build a landing dock, piers, dry dock and a ship building and repair dock in the lake near the city. The ship basin will be 2,580 feet by 338 feet in extent.

During the second week in February the steamer Afton cleared this port for Germany with 13,687 bales of cotton and 300,000 feet of lumber, the cargo being valued at \$657,403.

**AUSTIN, TEX.**—Col. I. P. Kibbe, State Fish and Oyster Commissioner, reports that the industry has had a wonderful growth during the past few months. The business, which suffered a heavy loss during the great storm of 1900, has now recovered and many oyster claims, each 53 acres in area, are now being located.



Round trip homeseekers' tickets at one fare plus \$2.00 and one way colonists' tickets at one-half regular rates plus \$2.00 are on sale on the first and third Tuesdays of each month during the year 1903, from all territory north of Kansas City, Mo., to stations on the Kansas City Southern Railway.

## ADVERTISEMENTS.

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**Kansas City Southern Railway Co.**

STUART R. KNOTT.....President.  
B. F. DICKSON.....General Superintendent.  
E. E. SMYTHE.....General Freight Agent.

S. G. WARNER...General Pass. and Tkt. Agent  
J. W. METCALF, Supt. (N. Div.) Pittsburg, Kans.  
T. E. JARRETT, Supt. (S. Div.) Texarkana, Tex.

GENERAL OFFICES, KANSAS CITY, MO.

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**Texarkana & Fort Smith Ry. Co.**

STUART R. KNOTT.....President.  
W. L. ESTES.....First Vice-President.  
T. E. JARRETT.....Superintendent.

C. E. PERKINS.....General Freight Agent.  
C. E. SWINDELL...Gen. Pass. & Ticket Agent.

GENERAL OFFICES, TEXARKANA, TEX.

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**Traffic Representatives of the Port Arthur Route.**

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains, rates of fare and transportation facilities.

**BEAUMONT, TEX.**

J. C. MOW, (K. C. S. R'y)...Commercial Agent  
R. A. MORRIS, (T. & Ft. S. R'y) City Ticket Agt.

**CHICAGO, ILL., Marquette Building.**

J. I. HAZZARD, (K. C. S. R'y)...General Agent

**DALLAS, TEX.**

A. CATUNA, (K. C. S. R'y).....General Agent

**FORT SMITH, ARK.**

H. N. HALL, (K. C. S. R'y).....General Agent  
W. H. MAPES, (K. C. S. R'y).....City Passenger  
and Ticket Agent

**HOUSTON, TEX., 206 Main Street.**

H. C. ARCHER, (K. C. S. R'y).....General Agent  
**JOPLIN, MO.**

C. W. NUNN, (K. C. S. R'y).....General Agent

S. O. LUCAS, (K. C. S. R'y).....Ticket Agent

**KANSAS CITY, MO., 9 & Walnut Sts.**

J. C. BROWN, (K. C. S. R'y).....City Passenger  
and Ticket Agent

E. C. FOX, (K. C. S. R'y)...Depot Ticket Agent,  
2nd and Wyandotte Streets.

**LAKE CHARLES, LA.**

E. E. GIBSON, (K. C. S. R'y)... Ticket Agent

**NEW ORLEANS, LA., 710 Com. St.**

E. E. ELMORE, (K. C. S. R'y)...General Agent

**ST. LOUIS, MO., 513 Houser Bldg.**

C. H. IVERS, (K. C. S. R'y).....General Agent

**SHREVEPORT, LA.**

R. R. MITCHELL, (K. C. S. R'y) General Agent

A. B. AVERY.....Union Station Ticket Agent

**TEXARKANA, TEX.**

S. G. HOPKINS, (T. & Ft. S. R'y) City Pass. and  
Ticket Agent

H. D. DUTTON....Traveling Passenger Agent

J. H. MORRIS....Traveling Passenger Agent

F. E. ROESLER....Traveling Passenger and  
Immigration Agent

KANSAS CITY, MISSOURI.

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**Land Agents Promoting Immigration to Lands on  
the Line of the Kansas City Southern Ry.**

S. A. Akins, Merwin, Mo.  
E. L. Akins, Merwin, Mo.  
L. E. Baker, Waterloo, Iowa.  
A. T. Bassarear, Reinbeck, Iowa.  
L. J. Bell, Des Moines, Iowa.  
J. U. Bruner, Kansas City, Mo.  
John Buchanan, Montour, Iowa.  
C. E. Buell, Kansas City, Mo.  
L. M. Campbell, Peoria, Ills.  
C. R. Craig, Texarkana, Tex.  
J. H. Crawford, Kansas City, Mo.  
B. T. Orenshaw, Marengo, Iowa.  
G. T. Davidson, Cherryvale, Kans.  
C. H. Davis, Secor, Ills.  
T. P. Fall, Kansas City, Mo.  
Faulkner & Russell, Drexel, Mo.  
F. Ferguson, Parkersburg, Iowa.  
J. V. Fleming, Neosho, Mo.  
J. M. Gore, Quincy, Ills.  
V. D. Gordon, Atlanta, Mo.  
Otto Greef, Pittsburg, Kans.  
E. I. Gulick, Denison, Ia.  
Frank Haas, Richards, Kans.  
E. O. Haight, Kansas City, Mo.  
Geo. W. Hough, Hubbard, Ia.  
T. W. Huguen, Port Arthur, Tex.  
C. H. Hutchins, Amoret, Mo.  
Bert Johnson, De Queen, Ark.  
J. D. Justice, Quincy, Ill.  
G. W. King, Mantour, Iowa.  
J. P. Laudes, Port Arthur, Tex.  
W. H. Mendenhall, Merwin, Mo.  
L. B. Messler, Gillham, Ark.  
R. S. Moore, Tekarkana, Tex.  
C. R. O'Neal, Texarkana, Tex.

J. T. Oswald, Gravette, Ark.  
A. Oswald, Kansas City, Mo.  
Eugene Parrish, Nevada, Mo.  
L. B. Payne, Gravity, Iowa.  
Wm. Peebler, Nelson, Neb.  
S. F. Perry, Glendale, Tex.  
G. W. Pinkerton, Queen City, Mo.  
E. H. Poe, Grannis, Ark.  
John Paul, Mena, Ark.  
L. O. Porter, Clarksville, Iowa.  
W. H. Purdy, Belmond, Ia.  
J. L. Rankin, Tarkio, Mo.  
S. F. Scott, Kansas City, Mo.  
Ed. G. Sheldon, Kansas City, Mo.  
Wm. E. Sprague, Kansas City, Mo.  
H. T. Smith, Drexel, Mo.  
H. C. Smith, Shenandoah, Iowa.  
J. F. Snoke, Monroe, La.  
Marion Staples, Joplin, Mo.  
P. E. Taylor, Wisner, Neb.  
E. M. Treakle, 888 North Centre Ave., Chicago.  
W. B. Tyler, Bloomington, Ills.  
J. E. Tomlinson, Centerville, South Dakota.  
E. W. Tomlinson, Williams, Iowa.  
H. Thompson, Iola, Kans.  
H. C. Towson, De Queen, Ark.  
E. E. Truex, Maysville, Mo.  
J. H. Vanderlinden, Pella, Iowa.  
T. W. Wade, Springfield, Mo.  
W. A. Ward, Beaumont, Tex.  
C. W. Wilder, Richards, Mo.  
T. J. Wilhite, Carroll, Iowa.  
E. L. Williams, Gillham, Ark.  
A. F. Wilson, Stotesbury, Mo.  
J. E. Wright, Chariton, Iowa.  
F. M. Yost, Fort Scott, Kans.



## ADVERTISEMENTS.

# RELIABLE INFORMATION

## About the Kansas City Southern Country

If you desire special information concerning any section of country along the line of the K. C. S. Ry.; if you want information concerning the quality and value of lands; the possibilities of profitable farming, fruit growing, stock raising, truck raising, or the opportunities for business awaiting you; or if you are looking for resorts for pleasure or health, write to any of the addresses given below and a prompt reply is assured.

### General Farming Lands.

Amoret, Mo.—C. H. Hutchins.  
 Amsterdam, Mo.—M. S. Claypoole.  
 Anderson, Mo.—Anderson Real Estate Co.  
 Asbury, Mo.—E. M. Whetsell.  
 Bentonville, Ark.—M. O. Mason & Co.  
 Beaumont, Tex.—W. A. Ward.  
 Bloomburg, Tex.—Doc Anthony.  
 Converse, La.—Bolton & Bolton.  
 De Queen, Ark.—Towson & Johnson, W. A. Craig.  
 De Ridder, La.—H. E. Hall.  
 Drexel, Mo.—Faulkner & Russell.  
 De Quincy, La.—D. D. Herford.  
 Florien, La.—J. W. Miller.  
 Fort Smith, Ark.—Wharton Carnall, Joe H. Lindsey, J. E. Marshall.  
 Gentry, Ark.—C. C. Lale.  
 Gillham, Ark.—W. S. Johnson.  
 Grannis, Ark.—E. H. Poe, B. E. Harlowe.  
 Hatfield, Ark.—W. N. Martin.  
 Horatio, Ark.—J. B. Martin.  
 Hornbeck, La.—G. G. Leach.  
 Houston, Tex.—Pudor & Hoover.  
 Janssen, Ark.—F. M. Ceell.  
 Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.  
 Leesville, La.—J. W. Dennis.

Mena, Ark.—W. H. Cloe.  
 Merwin, Mo.—S. A. Akins & Co.  
 Mooringsport, La.—H. S. Weston.  
 Many, La.—Dan Vandegaer.  
 Neosho, Mo.—J. V. Fleming Rity. Co., Landers Real Estate Co., J. M. Z. Withrow.  
 Noel, Mo.—C. M. Harmon.  
 Pittsburg, Kas.—Frank W. Marsh.  
 Port Arthur, Tex.—Geo. M. Craig, Thos. W. Hughen.  
 Richards, Mo.—C. W. Wilder, Haas & Co.  
 Rodessa, La.—A. C. Pitts.  
 Sileam Springs, Ark.—T. P. Fulton, John C. Davis.  
 Statesbury, Mo.—A. F. Wilson.  
 Sulphur Springs, Ark.—Church, Thompson & Co.  
 Shreveport, La.—J. E. Murray & Co.  
 Stilwell, I. T.—Luther Kyle.  
 Texarkana, Tex.—C. R. Craig, O. P. Taylor & Co., G. Less & Co., Moore & O'Neal.  
 Vivian, La.—A. F. Powell.  
 Waldron, Ark.—Forrester Duncan Land Co.  
 Winthrop, Ark.—W. A. Black.  
 Zwolle, La.—L. B. Gay.

### Rice Lands, for Sale and for Rent. Oil Lands.

Beaumont, Tex.—Hurd-Ford Investment Co., W. A. Ward.  
 Lake Charles, La.—A. V. Eastman, mgr. North Am. Land & Timber Co., Orange Land Co.

on, Tex.—Pudor-Hoover Land Co.  
 Port Arthur, Tex.—Geo. M. Craig, T. W. Hughen, J. H. Drummond.  
 Nederland, Tex.—A. Burson.

### Timber Lands and Mill Properties.

Kansas City, Mo.—F. A. Hornbeck Co., 7th & Wyandotte Sts.

Houston, Tex.—Pudor-Hoover Land Co.

### U. S. Government and Texas State Lands.

Arkansas—F. S. Baker, Receiver, U. S. Land Office, Harrison, Ark.; E. A. Schicker, Receiver, U. S. Land Office, Camden, Ark.  
 Louisiana—U. S. Land Office, Natchitoches, La.  
 Missouri—G. A. Raney, Receiver, U. S. Land Office, Springfield, Mo.

Texas School Lands—J. G. King, County Clerk Cass Co., Linden, Tex.; John M. Harger, County Clerk Newton Co., Newton, Tex.; Frank M. King, County Clerk Bowle Co., Boston, Tex.; N. Burton, County Clerk Orange Co., Orange, Tex.

### Cherokee and Choctaw Indian Lands.

Sallisaw, I. T.—Bank of Sallisaw.  
 Stilwell, I. T.—Bank of Stilwell, Luther Kyle.

Tahlequah.—Commercial Club, Waddle Hudson, secy.  
 Westville, I. T.—Bank of Westville.

### Commercial Fruit and Truck Growers.

Amoret, Mo.—Darby Fruit Company.  
 Ashdown, Ark.—Truck Growers' Assn., Mr. Lott, secy.  
 Atlanta, Tex.—Cass County Fruit & Truck Growers' Assn., J. M. Fletcher, secy.  
 Bentonville, Ark.—Horticultural Assn.  
 Bloomburg, Tex.—Truck Growers' Assn., W. A. Smith, secy.  
 Cove, Ark.—Cove Horticultural Society, W. F. Welty, secy.  
 Decatur, Ark.—Decatur Fruit Growers' Assn., E. N. Plank, secy.  
 De Queen, Ark.—Fruit & Vegetable Growers' Assn., Bert Johnson, secy.  
 De Quincy, La.—Calcasieu Fruit Growers' Assn., T. J. Faust, prest.  
 Gans, I. T.—Melon Growers' Assn., W. E. Harley, secy.  
 Gentry, Ark.—Gentry Fruit Growers' Assn., O. W. Paterson, secy.

Mena, Ark.—Mena Horticultural Society, A. W. St. John, prest.  
 Neosho, Mo.—Neosho Fruit Growers' Assn., F. H. Speakman, secy.  
 Noel, Mo.—(Strawberries) S. A. Meade, John Wilson, W. H. Pillsbury.  
 Noel, Mo.—(Apples and peaches) F. A. Marshall, E. W. Perry, R. C. Perry.  
 Poteau, I. T.—Poteau Fruit Co., Ed McKenna, prest.  
 Ravanna, Ark.—Ravanna Truck Growers' Assn., R. P. Yates, secy.  
 Rodessa, Mo.—Rodessa Truck Growers' Assn., G. W. Rutledge, secy.  
 Goodman, Mo.—Ozark Fruit Co.  
 Grannis, Ark.—Truck Growers' Assn., G. W. Hinkle, secy.  
 Grannis, Ark.—Melon Growers' Assn., Mr. Burdette, secy.

## ADVERTISEMENTS.

Gravette, Ark.—Gravette Hort. Society, A. C. Yeager, secy.  
 Hornbeck, La.—Fruit and Truck Growers' Assn., Dr. F. R. Jones, secy.  
 Janssen, Ark.—Vandervoort P. O., Truck Growers' Assn., G. D. Hinkle, secy.  
 Kansas City, Mo.—L. A. Goodman.  
 Lake Charles, La.—Horticultural & Truck Growers' Society, Wm. Teal, secy.  
 Lanagan, Mo.—Ozark Orchard Co.  
 Logansport, La.—Truck Growers' Assn., P. G. R. Bell, secy.  
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 Many, La.—Fruit and Truck Growers' Assn. V. Petty secy.

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 Bloomburg, Tex.—Doc. Anthony.  
 Horatio, Ark.—Fruit and Truck Growers' Assn., M. Williamson, secy.  
 Hornbeck, La.—G. G. Leach.  
 De Queen, Ark.—Towson & Johnson, W. A. Craig.  
 Gillham, Ark.—W. S. Johnson.  
 Grannis, Ark.—B. E. Harlow.  
 Mena, Ark.—W. H. Cloe.

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 Beaumont, Tex.—Board of Trade and Oil Exchange, A. D. Childress, secy.  
 Stilwell, I. T.—Bank of Stilwell, W. H. Davis, cashier.  
 De Queen, Ark.—Business Men's Club, O. T. Wingo, secy.  
 Texarkana, Tex.—Commercial Club, J. F. Black, secy.  
 Fort Smith, Ark.—Commercial Club, J. H. Miller, secy.  
 Tahlequah, I. T.—Commercial Club, Waddle Hudson, secy.  
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 Joplin, Mo.—Joplin Club.  
 Leesville, La.—First Nat'l Bank, A. L. Franklin, cash.  
 Lake Charles, La.—Board of Trade, Leon Chavanne, secy.  
 Winthrop, Ark.—Commercial Club, L. Josephs, secy.

Mena, Ark.—Business Men's Club.  
 Spiro, I. T.—Improvement Co., W. T. Caldwell, secy.  
 Merwin, Mo.—Bank of Merwin, C. P. Catron, cash.  
 Gravette, Ark.—Bank of Gravette, A. E. Kinsley, cash.  
 Neosho, Mo.—First Nat'l Bank, J. H. Hughes, cash.  
 Orange, Tex.—Board of Trade.  
 Pittsburg, Kans.—Commercial Club, T. P. Waskey, secy.  
 Siloam Springs, Ark.—Board of Trade, T. P. Fulton, secy.  
 Port Arthur, Tex.—Chamber of Commerce, Tom W. Hughen, secy.  
 Drexel, Mo.—Interstate Bank, C. C. Cable, cash.  
 Poteau, I. T.—Poteau Improvement Co., Ed McKenna, prest.  
 Mansfield, La.—Bank of DeSoto, J. R. Brown, cash.  
 Sallisaw, I. T.—Bank of Sallisaw.  
 Westville, I. T.—Westville Bank, R. T. Darter, cash.  
 Shreveport, La.—Board of Trade, Hy. Hawkins, secy.  
 Noel, Mo.—Marshall-Tatum Bank.

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 Noel, Mo.—City Hotel.  
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 Sulphur Springs, Ark.—C. H. Hibler.  
 Waldron, Ark.—Continental Hotel, Thompson House, Smith House.  
 Mena, Ark.—Business Men's Club, Hotel Mena, National Hotel, Metropolitan Hotel.  
 Baker Springs, Ark.—Baker Springs Hotel, Wickes Station, Ark.  
 Bogg Springs, Ark.—Ascetis P. O.—Bogg Springs Hotel.  
 Grannis, Ark.—Grannis Hotel, Jackson House.  
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 Texarkana, Tex.—A. V. Swaty, Horticultural agent, K. C. S. Ry., Texarkana Fruit & Vegetable Growers' Assn., L. A. Whatley, secy.  
 Winthrop, Ark.—Fruit Growers' Asso. W. A. Black, secy.  
 Vivian, La.—Truck Growers' Assn., R. E. Huckabuy secy. Fruits, J. A. Heath, Rev. Browing, Frank Powell.  
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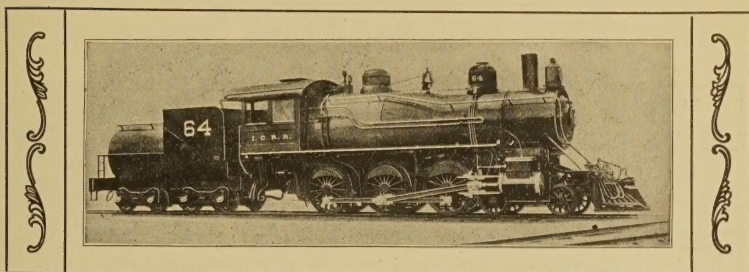
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